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HONG KONG, THURSDAY, MAY 14, 1931.

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## EFFECT OF BOYCOTT ON HOME TRADE.

Breach of the Irwin-Gandhi Agreement.  
THE COTTON COLLAPSE.

Rugby, Yesterday.  
In a debate on the India Office vote in the House of Commons to-day, Sir Philip Cunliffe-Lister (Conservative) drew attention to the serious effect of the boycott and picketing on British trade. He declared that not only was the Irwin-Gandhi agreement not being carried out in the letter, but no attempt was being made to carry it out, and the so-called truce was a delusion.  
Sir Herbert Samuel (Liberal) said that the most important causes of the collapse of Lancashire Trade had undoubtedly been the Indian tariff duties and the Indian boycott. He invited the Secretary for India, Mr. Wedgwood-Benn, to indicate the steps being taken to press on with the necessary measures to implement the conclusions of the Round Table Conference, for the sooner this was done the more likely it would be that the troubles in India would cease.  
Mr. Benn said that in some quarters it was wrongly imagined that the difficulties through which Lancashire was passing were solely due to the political cause mishandled in India, but it must be remembered that in the last 10 years the whole of the British export trade had suffered a severe decline.

### Village Industry.

Dealing with the Irwin-Gandhi conversations, he pointed out that the Government of India were encouraging Indian industry. The salvation of India's huge agricultural population lay in the encouragement of village industry. The economic value to India of this movement was not fully appreciated here, but if the economic position of India could be improved the Lancashire cotton trade would benefit.

The total demand for cotton goods in India was nearly 4,000,000 yards, and as production of Indian mills was only 2,500,000 yards there was a big margin which would have to be filled from external sources, particularly as the demand for better quality of goods increased.  
He emphasised the necessity of restraining extremists on both sides. The restoration of good relations between the two peoples was the first essential. Patience and courage in pursuit of peace were never more necessary.

### Mill Owners to Blame?

Mr. Winston Churchill said that the Imperial Parliament was responsible for the welfare of the peoples both of India and Britain, and until they parted with that responsibility they had power and lawful rights to act in the interests of both. He declared that the boycott and demands for prohibitive tariffs were directly injurious to the well-being of the mass of the India. There was scarcely any commodity whose exclusion from India would inflict more injury on the Indian people than cotton cloth. No class of capitalist in the world in this year of economic misfortune had made such vast profits as the Indian Mill-Owners. This, coupled with the fact that conditions in Indian Mills were lamentably below those of other countries, entitled them to say that it was in the interests of the Indian people that this monopoly should be prevented. Indian mill-owners were financial supporters of Gandhi and provided the money behind the boycott.

The debate is proceeding.—British Wireless Service.

## GENEVA PARLEY.

### LARGE DELEGATION LEAVES GERMANY.

#### ARMY OF EXPERTS.

Berlin, Yesterday.  
In view of the discussions which are likely to affect Franco-German relations, an unprecedented German delegation has left for Geneva headed by Dr. Curtius, accompanied by 50 experts and advisers.—Reuter.

## ROYAL MAIL SENSATION

SUMMONS SERVED  
ON CHAIRMAN.

### FALSE REPORTS?

PEER TO FIGHT CASE  
TO THE HILT.

London, Yesterday.  
Reuter was informed at Lord Kysant's house to-day that two summonses granted by the Magistrate at the Mansion House had been served him to-day in connection with the affairs of the Royal Mail Steam Packet Company, returnable for June 2.  
The Attorney-General stated in the House of Commons recently that the affairs of the Royal Mail Co. were subject to investigation.  
[Lord Kysant, who is 68, is Chairman and Managing Director of the R.M.S.P., the White Star Line, and the Union Castle Line. He was created a Baron in 1923.]  
Emphatic Denial.

London, Yesterday.  
Lord Kysant said that the allegation was that he circulated false annual reports for 1926 and

### CHILD "SLAVERY."

Treatment of Mui Tsai in Hong Kong.

London, Yesterday.  
In the House of Commons to-day Mr. H. Graham White (Labour, Birkenhead, East) asked whether the administration of Hong Kong proposed to appoint an Inspector or Inspectors to watch over the treatment of mui tsai in Hong Kong.  
Dr. Shiels said that the Governor had informed Lord Passfield that he was submitting proposals for such an appointment.

In reply to a further question he said that there was no evidence of the registration of mui tsai being evaded. If Mr. H. Graham White had any evidence of evasion Dr. Shiels would be glad to receive it.—Reuter.

1927 in order to mislead shareholders. He entirely denied the allegations and would fight the case to the hilt. He had no fear of the result.—Reuter.

[A cable dated February 12 stated:—Sir William McIntock, whom the Trade Facilities Act advisory committee instructed to examine the position of the companies in the group, said that the White Star Co.'s assets were estimated at £4,442,000, and the liabilities at £4,442,000, which meant that the whole of the ordinary share capital was lost.

The deficiency amounted to £5,000,000. He said that voting trustees considered that the White Star Co. paid an extravagant price when it took over the Royal Mail contract for the purchase of the Oceanic Steam Navigation Company, with capital of £7,000,000; also, that too large a proportion of capital had been raised by preference shares bearing fixed interest.

The book value of the R.M.S.P. fleet and investments largely exceeded the present estimated value.

At a subsequent meeting R.M.S.P. debenture holders, by a large majority, consented to a moratorium and the raising of £250,000 by new debentures. R.M.S.P. stock recovered to 7½ on weighty counsel's opinion that the liability was limited.

At a meeting of debenture holders of the Royal Mail Steam Packet Co. and preference shareholders of the White Star Line, in London, the White Star shareholders overwhelmingly passed a resolution in favour of a six months' moratorium in respect of dividends on £5,000,000 worth of 6½ per cent. cumulative preference shares in the White Star which are guaranteed by the R.M.S.P. Co. in order to enable the latter to submit a complete scheme of reorganisation.

## PRIMATE FLEES.

ARCHBISHOP OF TOLEDO  
LEAVES MADRID.

GOES TO FRANCE.

Madrid, Yesterday.  
The Primate of Spain, Cardinal Archbishop of Toledo, has fled to France.

Possessions Seized.

Madrid, Later.  
The Primate (Cardinal Segura) safely reached the frontier at Irún by motor car.  
The Government has decided to seize all ex-King Alfonso's possessions, alleging that he employed his position to enrich himself.

### Martial Law.

Madrid, Later.  
Martial law has been declared throughout Andalusia.

Earlier Cable.

Madrid, Yesterday.  
The members of religious communities in many places in the provinces are leaving their convents and monasteries, fearing a continuance of attacks on them.

Further details of the disturbances in the provinces yesterday show that martial law was declared in Murcia, where two convents and the office of the Catholic newspaper Verity were set on fire.

The explosion of a bomb extensively damaged the Carmelite monastery in Granada.

Only two casualties are reported as a result of the rioting in the provinces. A child was killed by a rifle shot during the attack on a convent in Alicante, and the rector of the Jesuit college was seriously injured when he jumped from a window to make his escape.

The trouble continues in Andalusia, in spite of the Government's measures.

Hitherto three people have been killed and eight injured in rioting at Cordova.

Martial law has been declared at Granada. It is now stated that four have been killed and 10 wounded at Cordova, where the rioters looted a gun merchant's shop and the police had great difficulty in restoring order.

It is alleged that arms and ammunition were discovered in monasteries in Valencia, also documents showing that the monks were plotting against the republic.

Cardinal Segura, whose resignation is being demanded, is reported to have fled from Toledo in a motor-car escorted by police.

The Minister of Finance, Senor Prieto, explains that the stock exchange has been closed because a well-known financier was trying to cause a collapse with a view to restoration of the monarchy.

A state of siege has been proclaimed at Valencia, following attacks on several religious establishments during the night.

The death roll at Cordova is now five.

The Bourbons' royal Summer palace at Santander is reported to have been broken into last night by some unknown persons, who stole a large quantity of valuables, including several of Alfonso's gold and silver yachting trophies.

Strict precautions are being taken at the convents at Guadalajara, which it has been discovered, the Communists were planning to attack.

Gibraltar, Yesterday.  
Violent anti-clerical rioting has occurred in towns across the lines.

Roads at Algeciras, San Roque and Llanes, led by Communists who arrived from Malaga in lorries, attacked the churches, profaning the altars and throwing down the images, dragging them through the streets with ropes round the necks.

The rioters also stopped and burned cars conveying refugees to Gibraltar, and maltreated and robbed the occupants.

The hotels here are full of panic-stricken refugees.—Reuter.

## AIR MAIL SERVICES.

REGULAR TRIPS BEYOND INDIA?

UNDER CONSIDERATION.

Rugby, Yesterday.  
Questioned in the House of Commons regarding a regular Air Mail Service to Australia, the Under-Secretary for Air Mr. F. Montague, said that the establishment of a regular Air Service beyond India was under consideration by the Government concerned.—British Wireless Service.

## HONG KONG'S SALARIES

STRONG MEASURES  
NECESSARY.

### BREACH OF FAITH

HARDSHIP FOR CIVIL SERVANTS.

London, Yesterday.  
The question of the salaries of Civil Servants in Hong Kong was raised in the House of Commons at question time to-day.

Dr. Drummond Shiels told Sir Robert Hamilton (Conservative, Orkney), that the total annual difference between salaries formerly paid on a sterling and now on the dollar basis was estimated at £70,000 annually, on the salary bill of £450,000. The consent of the Civil Servants was not obtained to the alteration.

Mr. Ian MacPherson (Liberal, Ross and Cromarty) asked if it was not a breach of faith with the Civil Servants.

A Difficult Matter.  
Dr. Shiels agreed that it was a difficult matter and a hardship. The Colonial Secretary had only reluctantly agreed to it, but the position of Hong Kong's finance was so serious that strong mea-

### WARMER.

To-day's weather report from the Royal Observatory states:—

Depressions lie over N.E. and S.W. China and an anticyclone is central to the N.E. of Japan.

Forecast:—N.E. or variable winds; generally overcast; rain and fog; warmer.

Rainfall.  
Rainfall for 24 hours ended at 10 a.m. to-day—0.15 inch. Total since January 1—15.42 inches against an average of 15.77 inches—deficit 0.35 inch.

Temperature.  
The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	71
Macao	70
Pratas Island	74
Manila	79
Foochow	65
Chefoo	58
Shanghai	58

measures were necessary. However, the Finance and Currency Commission were at present examining the whole position in Hong Kong and Dr. Shiels hoped to have their report in a few months.

Mr. MacPherson pointed out that the dollar had fallen heavily in the last few years, and again asked if it was not a breach of faith.

Dr. Shiels said that a special arrangement was made to pay half the salary at the current exchange rate, which met the demand for remittances. Every effort was being made to meet the difficulties, and the matter would be reconsidered when the report was received.—Reuter.

## CHANCELLOR ILL.

SERIOUS SETBACK IN HEALTH.

### ANXIETY OVER BUDGET.

London, Yesterday.  
Mr. Philip Snowden has had a serious setback in health. He probably overstrained himself in introducing the Budget after his illness.—Reuter.

## HOURS OF WORK.

MINERS AND OWNERS DISCUSS TERMS.

### INTERNATIONAL BASIS.

Rugby, Yesterday.  
Officials of the Miners' Executive met representatives of the mine-owners' organisation this afternoon to discuss the proposed convention for fixing miners' hours of work on an international basis.—British Wireless Service.

## 'ABSOLUTE WASTER'

MAN WHO ANNOYED GIRL WORKERS.

PROFANE LANGUAGE.

"You are an absolute waster," said Mr. Hamilton at the Kowloon Police Court this morning, when he convicted Li Chik-lam on two counts of disorderly conduct.

The accused was charged with using profane language and with threatening to assault Fung Ping-kee, at Tung Chai Street yesterday, also with using abusive and insulting words and profane language toward four girl workers from the Woo Sing Cheung Pickle Factory at Laichikok.

### Challenged to Fight.

The first complainant said that he was crossing to Shamshuipo from Hong Kong on the ferry launch at about 10 a.m. yesterday when he heard accused using very bad language. He was addressing no particular person, but seemed to be annoying a group of ten girls. After a time accused walked the bow of the ferry, and bumped into a third class passenger, and commenced to quarrel. Witness then remonstrated with him, whereupon the latter grew very vociferous, and challenged witness to fight.

When the ferry landed the passengers, accused was arrested by a European sergeant.

### Girl's Evidence.

Lau Cheung, one of the factory girls, said that the defendant had been on the same ferry as herself for about ten days, and was in the habit of accusing her and three of her companions of being undesirable girls from Woosung Street, and in addition made many other insulting remarks.

This evidence was supported by three other girl workers.

When questioned by His Worship, the defendant denied making the alleged remarks, and stated that he said to himself, "For two cents I can get three separate dishes of food," to which the girls replied, "If you are not pleased with us do not let us get on board the ferry. You can stop us if you like." When the ferry landed he expressed the intention of going to Woosung Street.

### Public Nuisance.

Sergeant Baker said that the man was a public nuisance. He had no fixed abode and no employment, but hung around the ferry all day, travelling on the launches, and collecting the tickets, which he was not authorised to do.

In convicting, His Worship said that he was determined to stamp out that sort of thing at all costs. It was becoming far too prevalent, both in this way and through the medium of the mosquito press.

A fine of \$50 or one month's imprisonment was imposed on the first charge, and \$100 or two months' jail on the second charge, the terms to run consecutively.

## NAVAL AGREEMENT

NO FURTHER STEPS TAKEN BY FRANCE.

### HOPES FOR GENEVA.

Rugby, Yesterday.  
In the House of Commons to-day the Under-Secretary for Foreign Affairs said that there had been no further written communications from the French and Italian Governments in connection with the Naval Agreement, although oral exchanges of views had taken place.

It was possible that at the forthcoming meeting at Geneva the opportunity might be found for further discussions.—British Wireless Service.

### MARINERS WARNED.

The following notice to mariners, which was posted at the Harbour Office yesterday afternoon, will be of interest to masters and officers of ships which call at Straits Settlement ports:—

On May 15 (to-morrow), Sultan Shoal Light will be altered permanently to groups flashing white, showing two flashes every 15 secs.; height 60 ft.; visibility 13 miles.

On May 16 (Saturday), the new unwatched light, description unaltered, will be established on South Lima Island, situated 6.8 miles, 288½ degrees from Horeburgh Light House.

About May 22, the two vertical red fixed lights on Outer Shoal New Beacon will be replaced permanently by a light group flashing white, showing two flashes every 15 secs.

## PRESIDENT OF FRANCE

ELECTION OF M.  
PAUL DOUMER.

### EX-GOVERNOR

BRIAND WITHDRAWS CANDIDATURE.

Paris, Yesterday.  
The result of the first ballot for President was:—

M. Doumer	442
M. Briand	401
M. Hennessy	15
M. Chassain (Communist)	10
M. Doumergue	7

As M. Doumer is only 10 votes short of election by an absolute majority, the prospects of M. Briand in the second ballot are regarded as black. It is already rumoured that M. Briand will withdraw his candidature. The name of M. Herriot as a dark horse is now mentioned.

M. Briand Withdraws.  
Versailles, Yesterday.  
M. Briand has withdrawn his

### DISASTROUS FIRE.

Over 2,500 People Homeless In Japan.

Tokyo, To-day.  
Over 500 buildings have been razed to the ground, including a bank, Post Office, town hall, temple, and theatre, and 2,500 people rendered homeless whilst 80 people are missing, as the result of a fire which broke out at Shiranemachi, Niigata Prefecture.

The fire, which is believed to be of incendiary origin, raged for six hours before it was brought under control.

### Tokyo, Later.

A report from Shiranemachi says that one person was burned to death, 20 seriously injured, and 50 slightly injured, damage being caused to the extent of a million and a half yen, as the result of sparks blowing across the river and setting fire to a neighbouring village, reducing twenty houses to ashes.—Reuter.

candidature and is going to Geneva to-morrow.

### The Result.

The voting on the second ballot was as follows:—

M. Doumer	556
Senator Marraud	330

Majority ..... 226

M. Hennessy withdrew his candidature.

### Corrected Figures.

The official corrected figures are:—

M. Doumer	504
Senator Marraud	334

M. Paul Doumer is 74 and has the reputation of being the most imposing man in France. Mr. Lloyd George has described him as a "rock" which nothing could move.

He was the unsuccessful candidate for the Presidency a quarter of a century ago and was a former Minister under M. Briand, his chief opponent to-day. He was formerly Governor of Indo-China and President of the Chamber of Deputies twice.

### Navy's Son.

Paris, Later.  
In addition to the votes cast for M. Doumer and M. Marraud there were 45 among the ten other candidates, headed by M. Painleve, with 13, and 10 spoiled papers.

M. Doumer is a navy's son and began work at the age of 12 as a toymaker. He began his political career as a Radical in 1888 and was one of the first deputies to advocate income tax.

He lost four sons in the War and represents, like M. Doumergue, a tradition of level headed non-partisan statesmanship. He is extremely young for his age, although he is 74.

Regret in Germany.  
Berlin, Yesterday.  
Remarkable expressions of re-

## IMPORTER'S BREACH OF CONTRACT.

Sequel to Failure of Firm in Calcutta.

DEAL IN GUNNY BAGS.

Judgment was delivered to-day in the Summary Court by Mr. Justice Lindsell in an action by Katoh & Co., York Building, against Chau Yue-teng, China Building, claiming \$1,000 damages for breach of contract in respect of 500 bales of gunny bags.

The defendant offered to sell plaintiff at a certain price 500 bales of gunny bags to be shipped to Hong Kong from Calcutta by the end of January, the plaintiff making a counter-offer to buy on terms of "prompt" shipment. The order was placed by defendant through the Anglo-Oriental Bag Co., of Calcutta, but it was not until February 14 that he learned that the Calcutta firm had failed and he had, therefore, to procure the gunny bags through other sources. In the meantime the plaintiffs had sold the shipment to a Japanese firm in Dairen, thus suffering a loss of 735 yen, it was claimed.

In his judgment his Lordship stated that counsel for plaintiff had agreed that he must reduce his claim under the contract to \$376.89, the only remaining loophole for Mr. Prior (counsel for defendant) being the "circumstances beyond sellers' control" condition. Had the defendant undertaken to supply Anglo-Oriental bags the failure of that firm might have excused him, said his Lordship, but what he undertook to procure was gunny bags of a certain kind from Calcutta, and these could have been obtained from more than one firm in Calcutta.

Judgment was given for plaintiff for \$376.89 with costs.

gret are evoked at M. Briand's defeat. It is publicly felt that if he resolved to resign the Foreign Ministry the possibility of which was debated in political circles to-night, and withdrew from politics as a consequence, it would be a serious loss to Europe.

"Politicians of his kind are rare in post-war Europe," says the Vossische Zeitung. "Nobody in Europe knows who could succeed him."

Not to Resign.  
Paris, Later.

M. Briand states that he does not intend to resign from the Foreign Ministry.—Reuter.

Earlier Cable.

Paris, Yesterday.  
The stage is set at the historic Palace of Versailles for the national President election Assembly, consisting of the Senate and Chamber, sitting together, this afternoon.

To the foreign observer, perhaps the most striking feature of the preparations is the absence of any "election atmosphere," which is due to the fact that no official nomination is necessary.

This also accounts for the fact that beside M. M. Briand, Doumer and Hennessy (the "cognac king") twenty-four candidates have written to the Minister of the Interior offering themselves for election. They include an unemployed man, a landowner, electrician, waiter, and pensioned railwayman.

At the last moment tips are still slightly in favour of M. Briand. In the event of M. Briand's election, a hostile demonstration outside the palace by the extreme Right is feared, but the commander of the gendarmes outside the chateau said "We have not heard of any impending trouble. Anyhow we are ready to have ten thousand men outside the chateau."

The weather is perfect. Voting starts at 2 p.m. and lasts two hours, after which the counting lasts half an hour. The result should be known by 4.30, but in the event of a second ballot, if no candidate obtains an absolute majority, the result will be delayed until 9 p.m.

Voting Starts.  
Versailles, Yesterday.

Communist cries of "Soviet! Soviet!" rang out against the loud cheers of the Right and Centre as M. Doumer, punctually at 2 p.m., rose to open the National Assembly. Though he himself is a candidate for the Presidency, M. Doumer is presiding over the Assembly by virtue of his position as president of the Senate.

(Continued on Page 15.)







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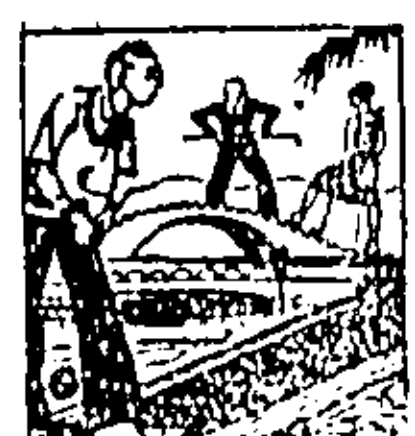


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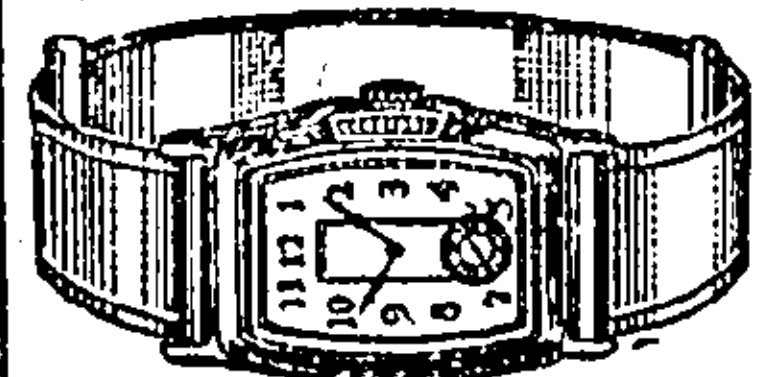
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SHEETS.

## GRACA &amp; CO.,

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Philatelic Goods, Pictures,  
Postcard Toys, etc.  
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## COASTWISE

by

## "ALGIE" BENNETT.

An interesting book  
of Cartoons depicting  
"Happenings" on the  
China Coast

PRICE \$1.00.

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## WHITEAWAY, LAIDLAW

## EXCELSIOR BOOK STORE.

and at the Publishers

The Newspaper Enterprise, Ltd.  
China Mail Building.

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## 'Phone 20022

FOR

CLASSIFIED  
ADVERTISING

Twenty-five words three inser-  
tions prepaid \$1. Every addi-  
tional word four cents for three  
insertions.

All replies under this heading  
must be called for.

## FOR SALE.

FOR SALE.—Morris 11-9 h.p. Tour-  
ing Car, 1927 Model, four seater, is  
to be sold on reduction of Establish-  
ment, R.A.S.C., Hong Kong. Is in  
sound mechanical condition. Can be  
seen daily between the hours of 8.30  
a.m. to 12.45 p.m. (Sundays except-  
ed) at Garage, R.A.S.C., Camber,  
Queen's Road. Offers should be sent  
to A.D.S.T. Office, Headquarters,  
China Command, before 12 noon,  
Tuesday, May 26, 1931. Envelopes  
being superscribed "TENDER FOR  
CAR."

FOR SALE.—Victrola Cabinet Gramo-  
phone in excellent condition with 200  
records. No reasonable offer refused.  
For further particulars apply to Box  
No. 688, c/o "China Mail."

## TO LET.

TO LET.—To prospective visitors to  
England Ideal accommodation in the  
West End of London, Centre of  
theatre, land, etc. Good English fare.  
Moderate charges. 31, Clarendon  
Road, Holland Park, London, W.11,  
G. B. Colson.

## WANTED.

WANTED.—Good House Boy. Know-  
ledge of Valuing essential. Apply Box  
No. 687, c/o "China Mail."

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PRIVATE LESSONS in English,  
French, shorthand, Typewriting and  
Music for Ladies and Children. Terms  
moderate. G. Aimal Villas, Austin  
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ENGLISH LESSONS given to  
students with particular attention to  
pronunciation, by English Barrister  
(Middle Temple). Apply Box No.  
680, c/o "China Mail."

## MISCELLANEOUS

YOUR VISITING CARDS neatly and  
promptly printed. "China Mail"  
Office, No. 3A, Wyndham St. Tel.  
phone 20022.

## SPORT NOTICES

THE HONG KONG JOCKEY  
CLUB.

**THE FIFTH EXTRA RACE**  
MEETING will be held (wea-  
ther permitting) at Happy Valley  
on SATURDAY, 16th May, 1931,  
commencing at 2.30 p.m.  
The first bell will be rung at  
2 p.m.

## MEMBERS' ENCLOSURE.

Members are notified that they  
and their ladies must wear their  
badges prominently displayed.  
No one without a badge will be  
admitted to the Members' Enclosure.  
Badges admitting non-  
members to the Members' Enclo-  
sure and Club Rooms at \$5 for  
Gentlemen and \$3 for Ladies (both  
including tax) are obtainable  
through the Secretary upon intro-  
duction by a member, such member  
to be responsible for payment of  
all chits, &c.

Badges admitting to Members'  
Enclosure will not be on sale at  
the Race Course.

Members can obtain upon ap-  
plication to the Secretary badges  
(limited to ONE) for the free ad-  
mission to the Members' Enclosure  
of wives, lady relatives and  
friends. Names must be stated  
when applying.  
On no pretext will children be  
permitted in either Enclosure dur-  
ing the Meeting.

## PUBLIC ENCLOSURE.

The Price of admission to the  
Public Enclosure is \$2 includ-  
ing tax, for all persons includ-  
ing ladies and is payable at the  
Gate.

Soldiers and Sailors in uniform  
are admitted half price.  
Bookmakers, Tic Tac men, &c.,  
will not be permitted to operate  
within the precincts of the Hong  
Kong Jockey Club during the Race  
Meeting.

Tiffin will be obtainable in the  
Restaurant in the Public Enclo-  
sure.

By Order,

C. B. BROWN,  
Secretary.

Hong Kong, 9th May, 1931.

## COMPANY MEETINGS

CHINA ENTERTAINMENT &  
LAND INVESTMENT  
CO., LTD.

**NOTICE IS HEREBY GIVEN**  
that the FIRST ORDINARY  
GENERAL MEETING of SHARE-  
HOLDERS will be held at the Re-  
gistered Offices of the Company,  
King's Theatre Building, 5th floor  
on SATURDAY, the 16th day of  
May, 1931, at 11 o'clock in the  
forenoon, to receive the Directors'  
Report and Accounts for the period  
ended 31st December, 1930, to  
elect Auditors, and to transact  
such other business as may be  
properly transacted at an Ordina-  
ry General Meeting of the Com-  
pany.

And Notice is further hereby  
given that the Register and Trans-  
fer Books of the Company will be  
closed from the 9th to the 16th  
day of May, 1931, both days inclu-  
sive.

Hong Kong, 30th April, 1931.  
**LIANG CHI-HAO,**  
Managing Director.

THE CANTON INSURANCE  
OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

**THE FIFTIETH ORDINARY**  
GENERAL MEETING OF  
SHAREHOLDERS will be held at  
the Offices of the Undersigned on  
TUESDAY, the 19th May, 1931, at  
Noon, for the purpose of receiving  
the Report of the General Agents,  
together with a Statement of Ac-  
counts for the year ended 31st  
December, 1930.

The SHARE REGISTER and  
TRANSFER BOOKS will be  
CLOSED from the 5th to the 19th  
May, 1931, both days inclusive.  
**JARDINE, MATHESON &  
CO., LTD.,**  
General Agents.

Hong Kong, 28th April, 1931.

ALEXANDER'S INSTITUT DE  
BEAUTE

For the best Permanent Finger and  
Nail Polish. Hair Cutting and  
Manicure for Ladies and  
Gentlemen.  
Pedicure Bldg., 1st floor, Room 5.  
Tel. 25169.  
Opposite entrance, H.K. Hotel.

## GOVERNMENT NOTICES

G R  
SALE OF STEAM VESSEL  
POLY.

**TENDERS** are invited up to the  
25th May, 1931, for the pur-  
chase of the above named vessel  
as she lies in the basin at H.M.  
Naval Depot, Kowloon.

Full particulars of the vessel  
and conditions of sale, and per-  
mits to view, may be obtained on  
application to the Naval Store  
Officer, H.M. Dockyard, Hong  
Kong, and tender forms will be  
issued on payment of a deposit of  
\$200 returnable when decision on  
the tenders has been reached.

The vessel will be on view at  
H.M. Naval Depot, Kowloon, from  
the 2nd May.

The vessel is sold without  
restrictions as to future use.  
Tenders will be received in the  
office of the Naval Store Officer,  
H.M. Dockyard, Hong Kong, up to  
noon on Monday, 25th May, 1931.

## AH KWAI

SHIP and HOUSE  
PAINTER  
GENERAL CONTRACTOR.

Formerly at  
36, Pottinger Street  
HAS NOW REMOVED  
TO  
62, LOCKHART ROAD,  
WANCHAI  
Telephone 22049.

## HONG KONG HEIGHTS

For the information of visitors  
the following list of some of the  
highest points on the Island and  
Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1874
Mt. Parker	1784
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1805
Tai Kok Sanatorium	1000
Mt. Davis	877
Bowen Road (Akabada)	297
Mainland.	Feet.
Tai Mo Shan	3124
Kowloon Peak	1971

## TEAM WORK IN INDUSTRY.

Lord Londonderry and Political  
Interference.

A plea for closer co-operation in  
industry is put forward in a series  
of essays entitled, "Towards Indus-  
trial Statesmanship," by the Mar-  
quess of Londonderry.

"What," he asks, "should we  
think of a football captain who  
kicked the ball deliberately to-  
wards his own side's goal? That  
is what an employer does who re-  
fuses to work with his men. What  
would you think if one of the foot-  
ball team kept running the ball  
towards his own side's goal? That  
is what an employee does who  
'goes slow' or thinks he has a  
right to go slow when the manager  
is out of sight."

The team spirit, which is essen-  
tial to Britain's industrial revival,  
the author asserts, is being ham-  
pered by political interference.  
"Political propaganda in industry,"  
he adds, "has been responsible for  
the too-easily believed half-truths  
about hours and wages and the un-  
truths about capitalists. . . . The  
legitimate work of a Trade Union  
is to increase the general welfare  
and efficiency—mentally, morally,  
and physically—of its members.  
This is a question of economics,  
not politics."

"To-day there is so much spoken  
of the need for the new spirit in  
industry. Legislation cannot bring  
this new spirit, but the will to  
work harder to increase produc-  
tion, which alone can put our in-  
dustry on a footing of competitive  
bargaining with other nations."

## BOILING WATER MURDER.

Woman To Go Free Though  
Guilty.

Madame Jeanne Samson, a  
woman of 50 who admitted kill-  
ing her husband by pouring boil-  
ing water over him while he  
slept, has been sentenced to two  
years' imprisonment by the  
Seine Assize Court.

The sentence will not be serv-  
ed, however, because Madame  
Samson was given the benefit of  
the First Offenders' Act.  
Madame Samson, who is a  
nurse, said that for more than  
twenty years of their married  
life her husband had made her  
life miserable by beating her and  
getting drunk. She also plead-  
ed that she suffered from tuber-  
culosis.



# LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR  
**BRINDISI, VENICE & TRIESTE**

via Singapore, Colombo, Bombay, Aden, Suez & Port Said  
Taking Cargo on through Bills of Lading  
to Fiume, Genoa, All Italian, Adriatic, Levant,  
Black Sea and Danube Ports

Passengers to LONDON (Overland).

## NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
* S.S. "CRACOVIA"	May 17	June 3
* S.S. "MONCALIERI"	May 27	June 17
* S.S. "GANGE"	June 1	July 5
* S.S. "CARIGNANO"	June 30	July 12
* S.S. "PILSNA"	June 30	July 12

\* Passenger Steamers with First, Second and Second Economic Classes.  
† Outward voyage to Shanghai only.  
Particular attention is called to the s.s. Gange which will make the voyage Hong Kong/Italy in 24 days and Hong Kong/London in 26 days.  
For Freight and Passages apply to—  
**DODWELL & CO. LTD.**  
Agents.  
Tel. 22021



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING  
FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 27th May.
ASAMA MARU	Saturday, 9th June.
TAIYO MARU	Saturday, 9th June.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 2nd June.
HIYE MARU	Tuesday, 30th June.
HEIAN MARU	Tuesday, 30th June.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 16th May.
HAKUSAN MARU	Saturday, 30th May.
HARUNA MARU	Saturday, 30th May.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 23rd May.
KITANO MARU	Saturday, 27th June.
ATSUTA MARU	Saturday, 27th June.
BOMBAY via Singapore, Penang, & Colombo.	Wednesday, 27th May.
TOKIWA MARU	Thursday, 11th June.
KAGA MARU	Thursday, 11th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Saturday, 23rd May.
RAKUYO MARU	Saturday, 23rd May.
NEW YORK, BOSTON via Panama.	Monday, 25th May.
KUMA MARU	Monday, 25th May.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Friday, 15th May.
TOYOOKA MARU	Friday, 15th May.
† DAKAR MARU	Thursday, 11th June.
CALCUTTA via Singapore, Penang & Rangoon.	Friday, 15th May.
RANGON MARU	Friday, 15th May.
BENGAL MARU	Friday, 29th May.
SHANGHAI, KOBE & YOKOHAMA.	Saturday, 16th May.
KASHIMA MARU	Saturday, 16th May.
ATSUTA MARU (Nagasaki direct)	Wednesday, 20th May.
† GENOA MARU	Sunday, 24th May.
† MORIOKA MARU (Mojito direct)	Monday, 25th May.

† Cargo only.  
For further information apply to—**NIPPON YUSEN KAISHA.**  
Telephone 30291. (Private exchange to all departments.)

# O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	London Maru	Tues., 20th May
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore, Colombo, Suez & Port Said.	Rio de Janeiro Maru	Sun., 24th May
BOMBAY via Singapore, Penang & Capetown.	Colobas Maru	Tues., 19th May
DURBAN, LOURENCO MARQUES, BEIRA, DAR- ES-SALAAM, ZANZIBAR & MOMBASA via Singa- pore & Colombo.	Chicago Maru	Fri., 6th June
MELBOURNE via Manila, Brisbane & Sydney.	Sydney Maru	Fri., 6th June
CALCUTTA via Singapore & Rangoon.	Honolulu Maru	Mon., 18th May
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Arizona Maru (From Kobe)	Sat., 23rd May
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kinai Maru	Mon., 1st June
JAPAN PORTS (Freight Ser- vice).	Altai Maru	Thurs., 21st May
HAIPHONG via Hanoi & Pakhoi (Fortnightly).	Menado Maru (under docking)	Thurs., 11th June
KEELUNG via Swatow & Amoy (3 p.m. every Sun- day).	Hozan Maru	Sun., 17th May
TAKAO via Swatow & Amoy (Fortnightly).	Canton Maru	Sun., 24th May
	Deli Maru	Thurs., 21st May

For further particulars please apply to—  
**OSAKA SHOSHEN KAISHA.**  
Telephone 23061.

Donations and Subscriptions must  
now be sent to the Hon. Treasurer,  
**Mrs. H. E. Goldsmith, 525, The Peak.**  
**HONG KONG BENEVOLENT SOCIETY.**



## MOTOR SHIPS AND STEAMERS.

### Comparison of Length of Life.

The cost of motor ships is generally considered to be higher than that of steamers. It is, however, incorrect to generalize, and it has already been established that high-class fast cargo liner tonnage can be built at prices which are approximately equal, whether Diesel motors or geared turbines be installed, if all conditions be made similar. With a fall in speed and reduction in power the balance generally favours the steamer, especially if reciprocating engines be used.

The assumption in such comparisons is that the two classes of ship—steam and motor—have useful lives of equal length. Actually, the oil-engined vessel equipped with motors of a good type can reckon on so many more years of useful economic activity that this factor greatly outweighs any extra capital cost that may be involved.

This is a point which has not previously been brought forward, because time has been too short for suitable evidence to be acquired. Motor vessels have, however, now been in service sufficiently long for a reasoned opinion to be given which confirms the statement we have made. Last month a prominent British shipowner, with experience of a very large number of steamers and motor ships remarked that the life of a motor ship—again with the condition that the engines are of a well-built, well-designed type—was to be reckoned as 10 years greater than that of a steamer.

The machinery of the Selandia, which has been in regular trade for almost 20 years, is now running with equal economy and reliability to that shown in its year of service and could certainly be relied upon for satisfactory and efficient operation for at least another 10 years if the hull would stand it.

At Belfast during the course of last month we inspected three single-screw British-built motor ships equipped with the first Harland-B. and W. engines yet constructed, and which were placed in operation 17 years ago; whilst no work of any importance was needed on the propelling engines, new boilers are being installed to supply steam for the auxiliaries, which is an indication that the owners anticipate many years' useful activity.

Other similar evidence is accumulating that motor ships long outlast steamers, and, what is equally important, their economy remains unimpaired, and the repair bill does not rise, for increasing age calls for no large replacements as in a steamer. If at a moderate estimate the economic life of an oil-engined vessel be set at 25 per cent. greater than that of a steamer built to an equally high-class specification, it is evident that the question of the real capital cost of a ship resolves itself in favour of the motor vessel, no matter of what class. And this is a matter upon which too much emphasis cannot be laid in the near future when the problem of the construction of tonnage of the most economic type will have to be considered on all sides.—Motor Ship.

### STOWAWAY IN PACKING CASE.

#### Adventurer's Ignominious End.

Paris, April 10.  
"I will go to America even if I have to go in a box," Louis Chianese, a 20-year-old Parisian, often told his parents. A few days ago they received a bill for transporting a packing-case aboard the liner Lafayette. In the meanwhile Louis had disappeared.

The parents, who resided in the mid-Atlantic, resuming in the discovery of Louis in the packing-case, which he had occupied for five days among the cargo. It appears that the case, which measured 7ft. 2in. long and 8ft. 2in. high, and was labelled "Stowaway from boilers," arrived at a carrier's office by handcart, accompanied by the information that it contained hats for a New York firm.

It is expected that the authorities will not permit Chianese to land in America. Upon his return to France he will be prosecuted on various charges, including travelling on the railway without a ticket.

### ARRIVALS OF SHIPS.

Tuesday, May 12.  
Chung Kong, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. B8.—Yau Lee & Co.  
Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Canton, buoy No. B17.—N.Y.K.

Wednesday, May 13.  
Hozan Maru, Japanese str., 1,383 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.  
Hanyang, British str., 1,363 tons, Capt. W. G. Erwin, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Hong Kheng, British str., 3,975 tons, Capt. D. M. Hood, from Swatow, buoy No. A14.—Ho Thong & Co.  
Hydrangen, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.  
Norviken, Norwegian str., 1,779 tons, Capt. F. E. Ustadi, from Macao, buoy No. B24.—Botelho Bros.

Tsuan, British str., 2,100 tons, Capt. W. Shaw, from Canton, buoy No. B3.—B. & S.

### PRESIDENT CLEVELAND.

#### To Be Substituted By President Madison.

The Dollar Steamship Line have announced that repairs for the President Cleveland will not be completed for several days and that the s.s. President Madison has been substituted to take the schedule of the President Cleveland.

The President Madison is scheduled to sail from Hong Kong at 6 p.m. on Saturday from Hong Kong to Shanghai, Kobe, Yokohama, Honolulu, San Francisco, Los Angeles, Balboa, Cristobal (Panama Canal Zone), Havana (Cuba), and New York.

### WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Bruce—In dock.  
Hermes—West wall.  
Odin—In dock.  
Otus—In dock.  
Pandora—North arm.  
Proteus—In Talkoo.  
Sandwich—South wall.  
Somme—East wall.  
Sterling—North wall.  
Tamar—Basin.  
Tarantula—East wall.  
Thracian—North wall.  
Foreign Men-of-War.  
Argus—French gunboat.  
Beaver—American gunboat and submarines.  
Uji—Japanese gunboat.

### STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Russia arrived at Nagasaki on May 12 (Tues.) at 7.30 p.m., left Nagasaki on May 13 (Wed.) at 6 a.m., and was due at Kobe on May 14 (Thurs.) at 6 a.m. She leaves Kobe for Yokohama on May 14 (Thurs.) at 5 p.m.

The C.P.S. R.M.S. Empress of Japan arrived at Shanghai on May 13 (Wed.) at 9 a.m., left Shanghai on May 13 (Wed.) at 5.30 p.m., and is due at Hong Kong on May 15 (Fri.) at 11 a.m. She leaves Hong Kong for Manila on May 15 (Fri.) at 7 p.m.

### YESTERDAY'S SOLUTION

SCAR	STRUM	DAIS
ITEM	ARENA	PLAC
MAC	CAPES	PANG
MAC	DISPOSALS	ORTS
MADES	WAVE	EIDER
OLIO	ASTIR	OTINE
USER	RUINS	RINE
REDS	SERGE	TRAM

## POST OFFICE NOTICE.

### INWARD MAILS.

THURSDAY, MAY 14.	Shantung
FRIDAY, MAY 15.	Shantung
Japan, Shanghai and Europe via Siberia	
(London, April 25)	Hakusan Maru
Canada, U.S.A., Honolulu, Japan and Shang- hai (Vancouver, B.C., April 25) and	
Europe via Siberia (London, April 27) Empress of Japan	
Europe via Negapatam (Letters and Papers, London, April 18).	Kut Sang
SATURDAY, MAY 16.	Kashima Maru
Straits	President Madison
Manila	Cracovia
Shanghai	U.S.A., Honolulu, Japan and Shanghai (San Francisco, April 17)
U.S.A., Honolulu, Japan and Shanghai (San Francisco, April 17)	President Hayes
Shanghai and Swatow	Sui Yang
SUNDAY, MAY 17.	
Dairen and Amoy	Tjisaroosa
Straits	Diomed
U.S.A., Honolulu, Japan and Shanghai (San Francisco, April 24)	President Pierce
TUESDAY, MAY 19.	
Sandakan	Tjiliwong
Australia and Manila	Atsuta Maru

### OUTWARD MAILS.

THURSDAY MAY 14.	New Matilde	3.30 p.m.
Saigon	Tai Ming	4 p.m.
Samshui and Wuchow	Lahn	5 p.m.
Shanghai and Europe via Siberia	Michael Jensen	5 p.m.
Bangkok		
FRIDAY, MAY 15.		
* Manila and Parcels for Germany	Rheinland	10.30 a.m.
via Hamburg	Hai Yang	1 p.m.
* Swatow, Amoy and Foochow	Hovelland	3.30 p.m.
* Formosa		
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles		

Hakusan Maru  
(Due Marseilles, June 14.)  
C.P.O.

K.P.O.  
Registration, May 15, 4.30 p.m.  
Letters ..... 4.30 p.m.  
Tourane ..... 3.45 p.m.  
Manila ..... 4.30 p.m.

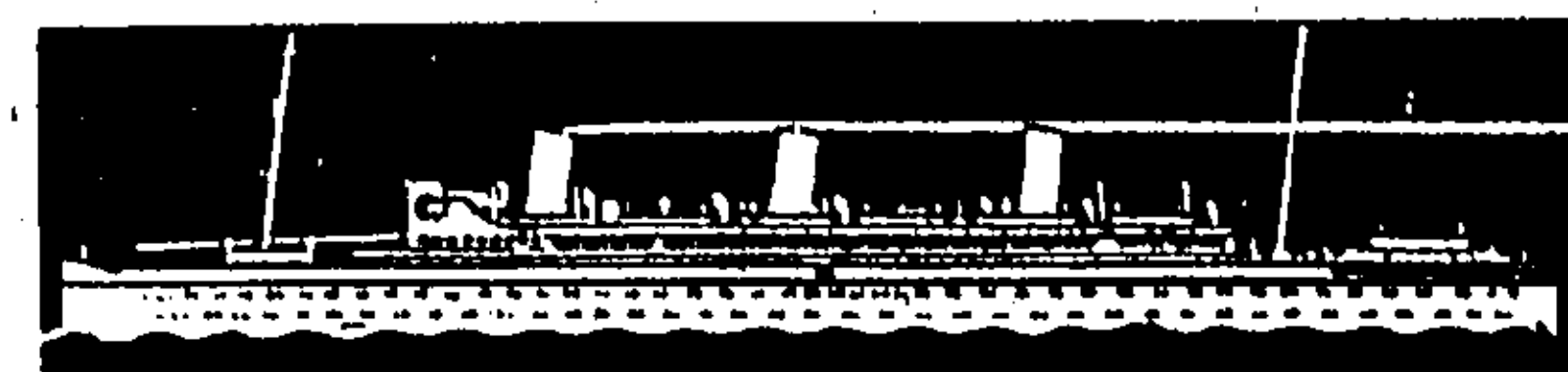
SATURDAY, MAY 16.  
Shanghai, Japan, Honolulu, U.S.A.,  
Canada, C. and S. America and  
\* Europe via San Francisco

President Madison  
(Due San Francisco, June 3,  
and \* Europe via Siberia.)  
Parcels ..... May 16, 8 p.m.  
Registration ..... 3.45 p.m.  
Letters ..... 4.30 p.m.

Kashima Maru ..... 3.30 p.m.  
President Hayes ..... 5 p.m.  
Kut Sang ..... 5 p.m.

SUNDAY, MAY 17.  
Kuelchow ..... 9 a.m.  
Kalgan ..... 9 a.m.  
Hozan Maru ..... 9 a.m.

\* Super-subscribers only.



## EMPRESS OF JAPAN

"Queen of the Pacific"

Sails for

**MANILA**  
**7 P.M.**

**FRIDAY, MAY 15**

Passenger Department: Tel. 20752. Cables: "Gaennpac."  
Freight and Express: Tel. 20042. Cables: "Nautilus."

**CANADIAN PACIFIC**  
WORLD'S GREATEST TRAVEL SYSTEM

## BRITISH WUCHOW LINE

SAILING DATES FOR MAY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

### S.S. "TAI MING"

(649 Tons—Capt. W. H. Lawton.)

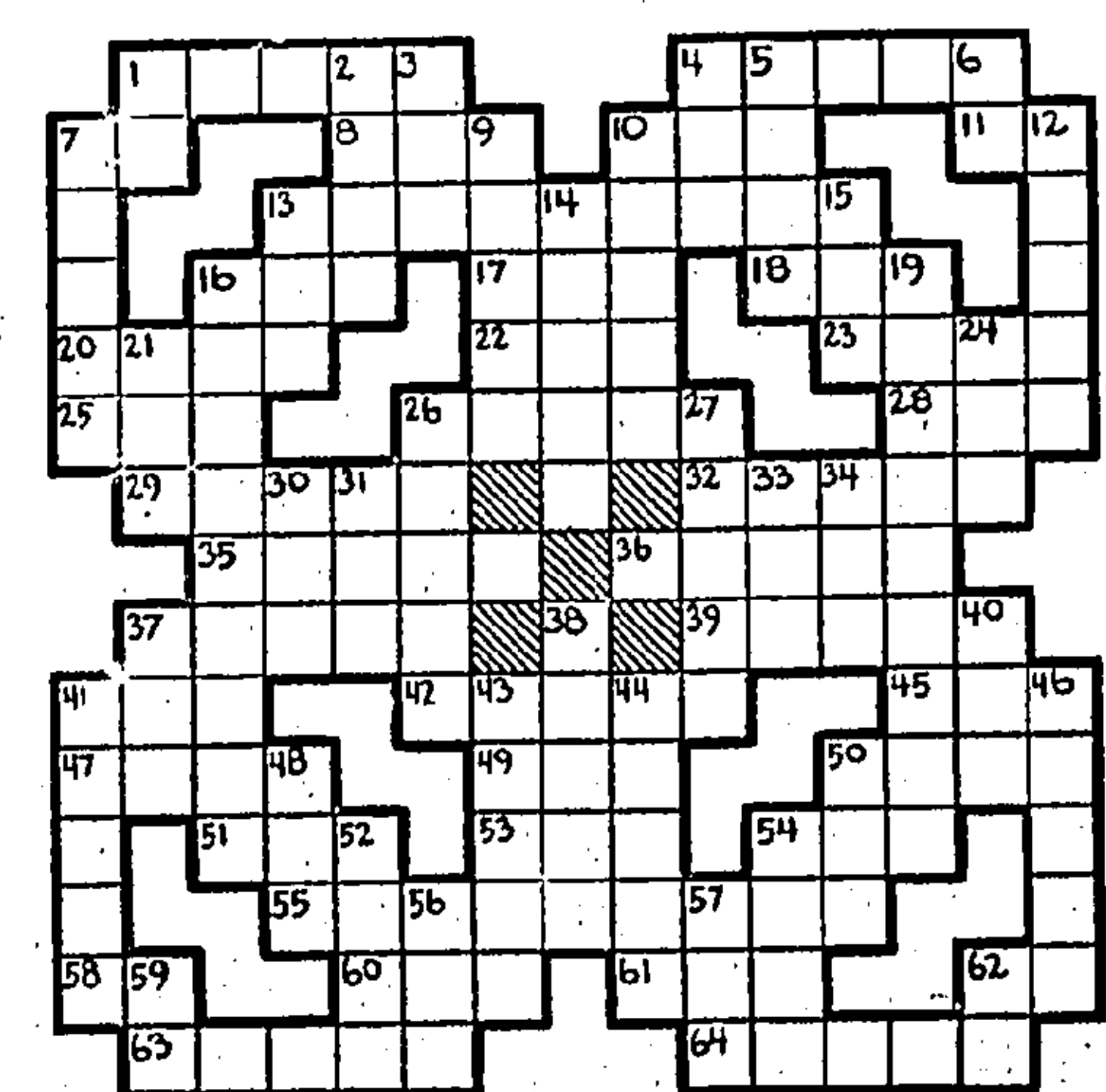
Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
THURS. 14th	SAT. 16th	SUN. 17th	MON. 18th
WED. 20th	FRI. 22nd	SAT. 23rd	SUN. 24th
TUES. 25th	THURS. 26th	FRI. 29th	SAT. 30th

Ports of Call—Samshui, Shuohing, Takling & Doshing.  
Fares Return (not including meals) \$18.00.  
Meals and Wines are to be obtained on board.  
Hong Kong Arrivals & Departures from Tai Ming Wharf.

For information apply to—  
29, Connaught Road, West, **SANG WO Co., Ltd.**  
Phone 20893.

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Without power of seeing	43-Male sheep	19-Saddened
4-Confess	50-Mother of Apollo	21-Before
7-Prison	(Dr. Myth.)	24-Fellow of American Academy (Latin, abbr.)
8-Slack	51-Mistake	25-A native of New Zealand
10-Bound of a cow	53-Exist	27-Verse
11-Conjunction	54-Middle	30-Time period
12-Usable	55-Wandered aimlessly	31-One thousand two (Roman)
15-The laurel-tree	58-Half an em	32-June bug
17-Allowed	60-Basch	34-Feminine name
19-Divided	61-Clear of	37-Machine for separating cotton fiber from seeds
22-General in Civil War (U. S.)	62-Preposition	38-Hair on man's face
23-Peruse	63-Musical drama	40-Corrode
25-Eagle	64-A nut	41-Italian poet
26-Happy		42-Imbued
28-A step (Fr.)		44-A Mohammedan prince
29-Drop		45-Dot
32-Scents		46-Part of body
35-A constellation		47-Tear
36-Worship		48-Negative reply
37-The white of egg used as a size in gilding		49-Indefinite article
41-Five hundred and two (Roman)		
42-That which exists only in imagination		
45-Fluid of plants		
47-Feminine name		

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)



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*KASHMIR *RANPURA *KASHGAR *KAWALPINDI	8,865 15,501 9,005 7,619	6th June 20th June 4th July 18th July	Mars, L'don, Hull, R'dam & A'werp. Bombay, Marseilles & London. M'selles, L'don, R'dam & A'werp. Bombay, Marseilles & London.
*PERIM *KHYBER *SOMALI	7,638 9,114 1st Aug.	25th July 1st Aug.	M'selles, L'don, R'dam & A'werp. Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*RAJPUTANA *PADUA	15,568 5,959	15th Aug. 22nd Aug.	Bombay, Marseilles & London. Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KARMALA *CATHAY *SOUDAN	9,128 15,121	29th Aug. 12th Sept.	Marseilles & London. Bombay, Marseilles & London. Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,144	26th Sept.	Marseilles & London.

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RANPURA	16,601	22nd May	Shanghai, Kobe & Yokohama.
SANTHIA	7,754	22nd May	Amoy, Moji, Kobe & Yokohama.
TALMA	10,000	4th June	Amoy, Moji, Kobe & Osaka.
EASGAR	9,005	8th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	8th June	Shanghai, Moji, Kobe, Osaka & Y'hama.
*PERIM	7,638	10th June	Shanghai, Kobe & Yokohama.
*KASHGAR	9,005	18th June	Amoy, Moji, Kobe & Osaka.
*KAWALPINDI	16,619	19th June	Shanghai, Kobe & Yokohama.
*SOMALI	7,638	27th June	Shanghai, Kobe & Yokohama.
*KASHMIR	8,865	2nd July	Amoy, Moji, Kobe & Osaka.
*RANPURA	16,601	3rd July	Shanghai, Moji, Kobe & Yokohama.
*SANTHIA	7,754	6th July	Shanghai, Moji, Kobe, Osaka & Y'hama.
*TALMA	10,000	10th July	Amoy, Moji, Kobe & Osaka.
*EASGAR	9,005	17th July	Shanghai, Kobe & Yokohama.
*ST. ALBANS	4,500	30th July	Amoy, Moji, Kobe & Osaka.
*KASHGAR	9,005	31st July	Shanghai, Moji, Kobe & Yokohama.
*KAWALPINDI	16,619	1st Aug.	Shanghai, Kobe & Yokohama.

\* Cargo only.

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## DAUNTLESS WIFE OF BRITISH SKIPPER.

A U-Boat Officer's  
Receipt for Article.

### HER AMBITION.

It is sad to think that, after all  
the years, stretching unbrokenly  
back through the centuries, of  
close connection with sail, there is  
to-day not a single deep-water  
windjammer left to come up-river  
to London as her home port; and  
worse, that when the Garthpool  
went some few months ago, we lost  
the last of our ocean-going sail  
under the Red Ensign, writes Boyd  
Cable, the brilliant sea writer in  
the Evening News.

The war took many of them,  
mostly by the shells or torpedoes  
of the U-boats; but, although help-  
less and defenceless against such  
attacks, and knowing that all  
hands as well as the ship might go,  
plenty of men were always ready  
to take their chance and their  
ships to sea.

One of the best examples I have  
heard of such iron-nerved readi-  
ness to face danger was told me  
by Sir William Garthwaite, one of  
the owners, as well as owners, of  
sail to the last.

### Skipper—And Wife.

Towards the end of the war he  
was rung up by another owner and  
asked if he could give a command  
in sail to a skipper whose history  
was briefly related. He had been  
twice torpedoed and adrift in open  
boats; he had only landed a few  
days before at Liverpool from the  
second sinking; coming south to  
report to his owners he went  
through a terrible troop train  
smash in which many men were  
killed; and, to finish with, was in  
an hotel which was almost next  
door to a house that was bombed  
and blown piece-meal into the  
street.

The next morning he was asking  
the owners for another job—in  
sail, which he had been in all his  
life.

"Well, he deserves a ship—and a  
V.C.," said Sir William. "Send  
him along, and I'll see."

At the resulting interview the  
old captain was rather diffident  
and tongue-tied, but asked if he  
might bring in his wife who was  
waiting outside. When ushered  
in, that lady took entire command  
of the conversation, leaving the  
captain to sit back with an air of  
relief and listen.

She asked a string of questions,  
all brisk, business-like, and to the  
point, about the ship, tonnage,  
cargo, port, master's pay, and so  
on. She appeared to hesitate, but  
finally asked if she might see the  
ship's plans. When these were  
brought, she studied them atten-  
tively, and still doubtfully.

Suddenly her eye lit up, and  
stabbing a forefinger on the print  
she demanded: "That charthouse  
on the poop-deck—does she will  
carry it?"

She was told there had been no  
alteration since the plans were  
made.

"Then we'll take her," she said  
firmly, without even turning to  
look at the Old Man. "If we can  
have the papers to sign..."

While the papers were being  
prepared, the owner, a little  
curious, fished gently for informa-  
tion. The ship was taking case-oil  
to the Falklands, and it is true a  
shell or a torpedo in a cargo of  
oil makes a nasty mixture. A hint  
of this risk was shrugged aside,  
however; although it was making  
the Falklands at that time of year  
that she hadn't liked too well.

"And why did you decide the  
Captain should take her?" asked  
the owner.

"The charthouse," was the  
prompt reply, "All my life it has  
been a dream of mine to have a  
ship with a house I could sit in  
and work my sewing machine, and  
keep an eye forward on the ship."  
"Then you—you propose to ship,  
too?"

"If I didn't," she said, evenly,  
"It would be the first voyage I  
haven't been with him since he  
sailed master—and that's a tidy  
few voyages ago."

It was true, too, she had been  
with him through the two torpedo-  
ings, the spells adrift in open

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Sir and Lady Eardley Gibson  
Craig - Carmichael, Bart., and  
family, G. F. Atwell, F. M. Ellis,  
General J. W. Sandilands, Lt.-Col.  
G. Robinson, Capt. D. Cameron,  
H. G. Reisker, P. V. Schubert, W.  
Haltfasser, Dr. H. Huber, P.  
Beckmann, F. Petzscheke, Ch. A.  
Schneider, K. Shimada, K. Matsui,  
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J. A. Urquhart, W. H. Bentley,  
Henry Young, I. A. Corver, A. V.  
Arbusoff, Rev. James A. Walsh,  
Mrs. Jordan, Miss I. Jordan, D.  
Parmentier, A. Patterson, Ross  
Hodley, John E. Pratt, Dr. T. I.  
Fairvishevitch, Lt.-Col. and Mrs.  
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Mrs. Marion G. Steinwachs, Karl  
D. Steinwachs, Wm. L. Steinwachs,  
Miss M. Steinwachs, Mrs. W. E.  
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C. A. Fleishmann, R. Fujisawa,  
S. Tsuchiya, Mrs. G. Pickering and  
baby, K. Izumi, Mr. and Mrs. C. H.  
Howard, Mr. and Mrs. C. H.  
Hachisuka and children, G.  
Wakabayashi, G. Nishiura, T.  
Keramoto, K. Nakanishi, Mr. and  
Mrs. W. W. McAnlis and children,  
L. Kirpalani, Copley, R. G. T.  
Takkamdas, Mr. and Mrs. F. C.  
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W. M. Campbell, Mr. and Mrs.  
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Hogan, Mr. and Mrs. D. S.  
Moman, Miss Virginia Moman,  
Mr. and Mrs. David T. Kiley, Mr.  
and Mrs. Thos. W. Ross, Mrs.  
Jennie A. Richard, Mrs. E. J.  
Backus, Rev. and Mrs. K. E.  
Anderson and children, C. E.  
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miralty chart of the place and  
should be added to the depths given  
on the chart unless preceded by an  
asterisk (\*), when they should be  
subtracted from the depths.

May 14 to 20, 1931.

DATE	HIGH WATER	LOW WATER
May 14	10.15	4.15
May 15	11.00	3.30
May 16	11.45	2.45
May 17	12.30	1.55
May 18	13.15	1.05
May 19	14.00	0.15
May 20	14.45	0.25

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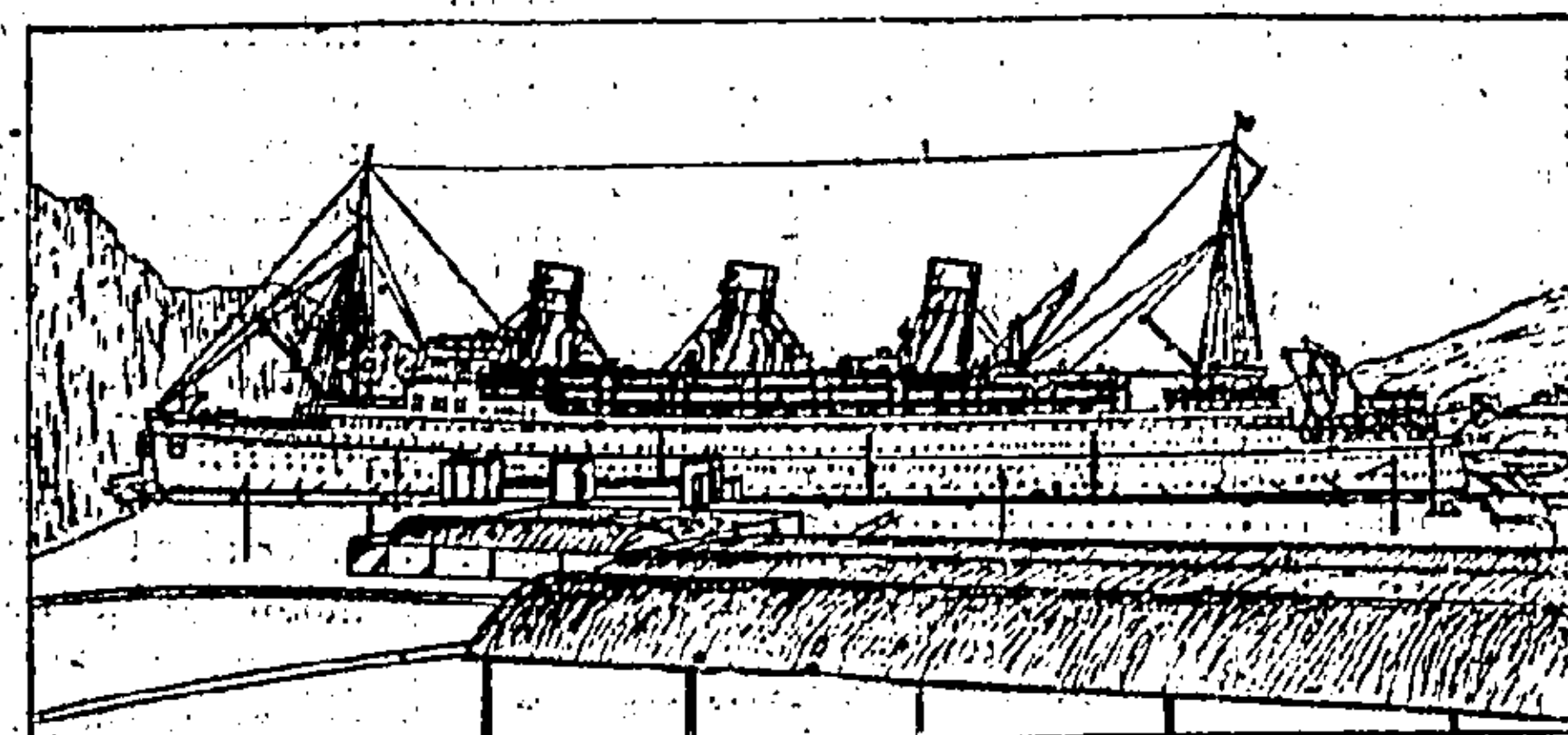
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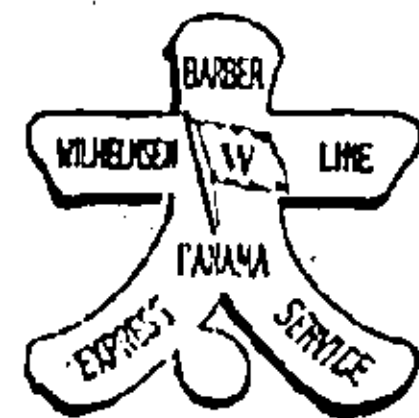
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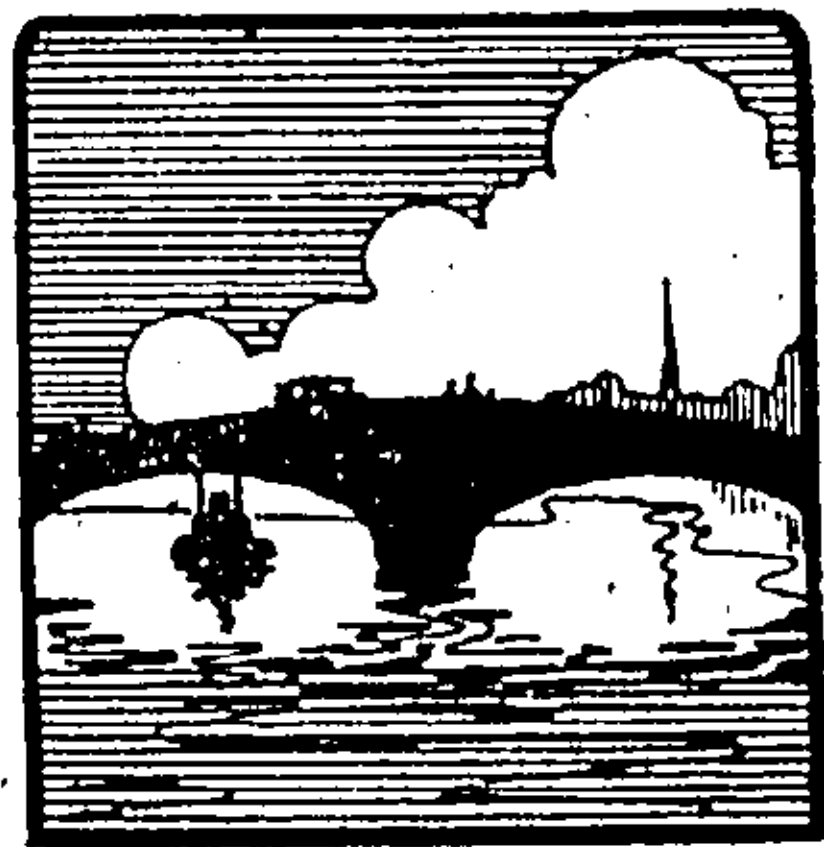
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—Gloria in Excelsis (IV<sup>th</sup> mode)  
—Sanctus (IV<sup>th</sup> mode) from the mass "LUX ET ORIGO" (Ed. Vat. No. 1)  
D.1972—Introit—Requiem Aeternam (VI<sup>th</sup> mode)  
—Tract—Absolve Domine (VIII<sup>th</sup> mode) from the mass for the Dead  
—Offertory—Domine Jesu Christe (II<sup>nd</sup> mode) from the mass for the Dead  
D.1973—Gradual—Christus Factus est (Maundy-Thursdays V<sup>th</sup> mode)  
—Communion—Hoc Corpus (Passion Sunday VIII<sup>th</sup> mode)  
—Graduals—Quintus (3rd Sunday of Advent VII<sup>th</sup> mode)  
—Dirigatur Oratio Mea (19th Sunday after Pentecost VII<sup>th</sup> mode)  
D.1974—Alleluia—Justus Germinalis (Mass for Doctors 1st mode)  
—Communion—Memento Verbi Tui (20th Sunday after Pentecost IV<sup>th</sup> mode)  
—Quintus Prudentes Virgines (from Mass for a Virgin not a Martyr V<sup>th</sup> mode)  
—Pascha Nostrum (Easter Sunday V<sup>th</sup> mode)  
D.1975—Offertories—Ad Te Levavi (1st Sunday of Advent II<sup>nd</sup> mode)  
—Meditator (2nd Sunday of Lent II<sup>nd</sup> mode)  
—Antiphon—Montes Gelboe (1st Vespers of the 5th Sunday after Pentecost from the Homage Antiphonary I<sup>st</sup> mode)  
—Offertory—Custodi Me (Tuesday in Holy Week I<sup>st</sup> mode)  
D.1976—Responsory—Ecce Quomodo Moritur Justus (Holy Saturday Tenebrae IV<sup>th</sup> mode)  
—Responsory—Tenebrae Factae Sunt (Good Friday Tenebrae VII<sup>th</sup> mode)  
D.1977—Sanctus and Agnus Dei (V<sup>th</sup> mode) from the mass "CUM JUBILO" (Ed. Vat. No. IX)  
—Hymn—Adoro Te (V<sup>th</sup> mode)  
—Antiphon—Salve Regina (Simple tone V<sup>th</sup> mode)  
D.1978—Introit—Spiritus Domini (VIII<sup>th</sup> mode) (Sunday)  
—Communion—(a) Spiritus Sanctus Decem Vae (Monday); (b) Spiritus Qui a Patre (Tuesday) (from Pentecost week VIII<sup>th</sup> mode)  
—Introit—Da Pacem (18th Sunday after Pentecost I<sup>st</sup> mode)  
—Kyrie "Orbis Factor" (I<sup>st</sup> mode)—Ed. Vat. No. X ad libitum  
D.1979—Offertory—Pescatus est Moyses (12th Sunday after Pentecost VII<sup>th</sup> mode)  
—Offertory—Jubilare Deo (2nd Sunday after Epiphany I<sup>st</sup> mode)  
D.1980—Responsory—Descendit (Christmas Matins I<sup>st</sup> Mode)  
—Alleluia—Ascendit Deus (Assumption IV<sup>th</sup> mode)  
—Assumpta Est Maria (Assumption V<sup>th</sup> mode)  
D.1981—Responsory—Media Vita (from Septuagesima IV<sup>th</sup> mode)  
—Responsory—Christus Resurrexeris (IV<sup>th</sup> mode)  
—Antiphon—Alleluia, Lapis Revolvitur est: Alleluia, Quoniam Quaevis Mollis: Alleluia Noli Flere Maria (Easter Chants V<sup>th</sup> mode)  
D.1982—Hymn—Urbs Jerusalem (from Dedication Feast IV<sup>th</sup> mode)  
—Hymn—Virgo Dei (Vespers) O Quam Gloriosa (Hymns to the Blessed Virgin I<sup>st</sup> mode)

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tances should be made payable.

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& Co., Ltd., 7, Garrick Street,  
London, W.C.2.

Hong Kong, Thursday, May 14, 1931.

## Air Port for Colony?

Even when it was no longer  
necessary to herald the approach  
of an automobile with a red flag,  
and the motor car, due consider-  
ably to the vigorous efforts of  
pioneers like the late Lord North-  
cliffe, enjoyed its first wave of  
popularity, business men were  
reluctant to build garages and  
local authorities to improve the  
roads. There seemed to be a gen-  
eral conspiracy of doubt, as  
though the non-motoring section  
of the public was very much  
afraid that the car was a sensa-  
tion of the hour, and that men  
would soon regain their senses  
and return to animal transport.  
The result of this stubborn oppo-  
sition to progress was that  
motorists were faced with dif-  
ficulties which should never have  
arisen, and which undoubtedly  
retarded the development of  
motoring so far as the public was  
concerned. Now, of course, it is  
the other way about; motoring is  
not only the most popular sport  
in the world, but is an essential  
of modern industry.

A resentment similar to that  
entertained by die-hards to the  
motor car in those early days is  
shown by business men and  
others of the old school toward  
the aeroplane, and there are still  
those who scoff at the efforts of  
British airmen to establish speed  
and long-distance records. This  
inexplicable prejudice is observ-  
able especially in the Far East,  
and so far as can be seen, Hong  
Kong is no exception. In this  
Colony every effort has been  
made to encourage aviation and  
the initial steps have even been  
taken to form a commercial air

company to inaugurate services  
between Hong Kong and the ports  
of China. The general attitude  
of the business public, however,  
has been one of dubiety. The  
most they will do is to admit  
that aviation may develop here  
in the very remote future, for-  
getting, presumably, that it is  
only by combined and whole-  
hearted effort that anything is  
ever achieved in a new industry.  
It is to individuals to whom we  
must look for assistance and en-  
couragement, as Belgium looked  
to Baron Rothschild for the de-  
velopment of her railway system,  
but in Hong Kong those persons  
who could put aviation in a  
sound position if they wished  
prefer to stand in the back-  
ground and watch the struggles  
of a few pioneers. Clearly the  
Government is not in a position  
to render any financial aid, yet,  
if in the future it is decreed that  
Hong Kong shall become an air  
port and an important base, it is  
clear who will reap the benefit  
of the initial spadework. It is said  
that the only objection to de-  
veloping commercial aviation in  
Hong Kong is the fact that  
China, for fear of sacrificing her  
sovereign rights, is unwilling to  
become a signatory to the Inter-  
national Air Convention. But  
this objection is not so moun-  
tainous as is generally imagined  
and might be overcome by a spe-  
cial arrangement between the  
Provincial Governments and the  
Government of Hong Kong. Cer-  
tain sections of official opinion in  
China are only too eager to de-  
velop a service with the British  
Colony, and to follow the lead  
taken by Nanking. Greater ob-  
stacles are lack of enterprise and  
initiative, narrowness of vision,  
prejudice against the progress  
of modern ideas, and a selfish  
fear of not getting a hundred per  
cent. return on money invested.  
These are the difficulties with  
which our pioneers have always  
had to contend, and it is not sur-  
prising to find them rampant in  
Hong Kong, which is at least  
twenty years behind Britain, the  
Dutch, and the Japanese. A  
Colony of Malapropos and Dilly  
Dallies, Hong Kong has never  
been known to take the initiative,  
has always grumbled at every  
change, preferring to trundle  
slowly along the old, unprofitable,  
self-same way.

## News in Brief.

The President Madison will sail  
for New York via China and Japan  
on Saturday at 6 p.m.

The lowest open air temperature  
yesterday was 71 degrees. The  
humidity was 77 at 10 a.m. and 4  
p.m.

One case of cerebro-spinal  
meningitis (Chinese) was notified  
yesterday.

Special arrangements are being  
made for school children to view  
the jungle picture, "Rango," in the  
Central Theatre.

The date of the sailing of the  
A. & O. Line steamer Taiping for  
Manila and Australian ports has  
been altered to May 23.

Major General J. W. Sandilands,  
Lieut.-Colonel G. Robinson, and  
Capt. D. Cameron left for the  
North yesterday by the Tatsuta  
Maru.

Sir Eardley Gibson Craig-  
Carmichael, Lady Carmichael, and  
family left for South America  
yesterday by the N.Y.K. s.s.  
Tatsuta Maru.

Good progress is being made  
with dismantling the old Civil Ser-  
vice Cricket Club. The new pavil-  
ion is expected to be completed  
in September or October.

Three Chinese stowaways arriv-  
ing from Singapore on the s.s.  
Noriken, yesterday, were produced  
at the Kowloon Police Court this  
morning, and sent to jail for six  
weeks each.

Charlie Chaplin's film, "City  
Lights," is now being screened in  
Shanghai. Charlie has done him-  
self a lot of harm by refusing to  
attend His Majesty's command  
performance in the Palladium,  
London.

Seen climbing up the drainpipe of  
a house, from which he stole two  
silk jackets and four silver  
dollars, Lo Chi was arrested and  
charged at the Kowloon Police  
Court this morning. Three months'  
hard labour was imposed.

Messrs. Andersen, Meyer & Co.,  
Ltd., sole agents for the General  
Electric Co., are giving a demon-  
stration of their refrigerators at  
the Wing On Co.'s Building (first  
floor), between 4 and 6 p.m. to-  
morrow, Saturday and Sunday.

The representatives of each of  
four Chinese firms were fined \$25  
each by Mr. Hamilton at Kowloon  
Magistracy yesterday afternoon, on  
conviction on a summons for in-  
fringement of Messrs. Clark & Co's  
"Anchor" trade marks, applied to  
the firm's mercerised silk threads.

With reference to the notice  
published yesterday regarding  
dress for the King's Birthday re-  
ception the second paragraph  
should read:—For all others—  
Full evening dress with Orders  
and decorations, or white civilian  
mess jackets with miniature  
Orders and decorations.

"Whoopie," the Eddie Cantor  
screen musical comedy to be shown  
in the Queen's Theatre next Wed-  
nesday as the first product of the  
Samuel Goldwyn-Florenz Ziegfeld  
partnership, is said to represent  
the most advanced use yet made  
of the pictorial stage success are  
entirely in colour.

The Scottish M.P.'s seem to  
outrival their English confreres in  
heckling the Government on the  
subject of Civil Servants' salaries  
in Hong Kong. The Conservative  
member for Orkney (Sir R.  
Hamilton) and the Liberal mem-  
ber for Ross and Cromarty (Mr.  
Ian McPherson) were inquisitive  
in the House yesterday.

To-day the Hon. Mr. H. T.  
Creasy, C.B.E., M.L.C.E.,  
A.M.I.M.E., Director of Public  
Works, completes 34 years in  
the service of the Crown,  
having been appointed Dis-  
trict Engineer, Ceylon, on May  
14, 1897. He is one of the very  
few Government servants here  
who has a knowledge of Tamil.

## UNEQUAL TREATIES.

PEOPLE'S CONVENTION ADOPT  
MANIFESTO.

Nanking, Yesterday.  
The People's Convention to-day  
enthusiastically and unanimously  
adopted a manifesto for issue  
declaring that all unequal treaties  
are no longer recognised.

The manifesto says it had been  
hoped that the Powers would  
abrogate them themselves, having  
repeatedly expressed sympathy  
with China's desires, and adds  
that the abolition of these treaties  
is essential to China's develop-  
ment, also that they are obsolete  
and not compatible with present  
conditions of this country.—Reuter.

Pickens, Paddy, registered two-  
year-old Ayrshire heifer at the  
dairy farm of the Consolidated  
Mining & Smelting Co. of Canada,  
Ltd., has completed her record of  
performance test, and appears to  
have established a record for her  
class in the whole Dominion. Over  
the required period ended with  
February, this two-year-old heifer  
produced 12,320 pounds of milk in  
306 days, with an average butterfat  
content of 4.15.

PRINCE ON "MY  
TRADE TASK."

Liaison Officer for  
the Empire.

500 HANDSHAKES.

Reference was made in a cable  
recently to a speech which the  
Prince of Wales made in Sao  
Paulo, Brazil, which "brought  
down the house."

He spoke of his part in Britain's  
trade push; he appealed to all  
Britons living over the seas to  
"Buy British"; he was grave and  
gay in turn.

And after the speech he shook  
hands with all the ladies present  
—five hundred or so of them.

"I am not a politician or a busi-  
ness man, and therefore I can do  
something to help as a liaison  
officer between British Chambers  
of Commerce in South America  
and the manufacturing firms in  
Great Britain," the Prince said in  
his speech, which was made at a  
banquet given by the Sao Paulo  
Chamber of Commerce.

This remark and a humorous  
observation that "I had to come all  
the way to Brazil to hole out in  
one," brought the most tremendous  
applause, Reuter adds.

The Prince described the growth  
of Sao Paulo as one of the most  
remarkable economic events in  
South American history. He con-  
gratulated not only the Brazilian  
nation, but also the British colony,  
for the part they had played in  
that development.

"Now's The Time."

"It has been said," he continued,  
"that we are not good customers  
of Brazil. I suggest that this is  
because Brazil has too many eggs  
in one basket. We are not a great  
coffee drinking country. We can-  
not hope to find good customers  
here unless we take a hand in con-  
solidating Brazil's economic posi-  
tion by assisting her to produce  
those raw materials of which our  
Empire is the greatest consumer in  
the world.

"Our effort, if it is to be of last-  
ing effect, must seek to establish  
trade relations upon a basis of re-  
ciprocity and mutual exchange.

"Our national existence depends  
on foreign trade. If there was  
ever in our history a moment when  
the old country needed to lean  
upon overseas commercial com-  
munities, that moment is the pre-  
sent."

The Prince urged every British  
resident abroad, individually and  
collectively, to buy, and promote  
the buying of, British products, by  
doing which they could accomplish  
what might appear impossible.

After the banquet the Prince  
shook hands with every lady pre-  
sent and then joined in the dan-  
cing until the early hours of the  
morning.

## TRAIN WRECK.

OPENING OF OFFICIAL  
INQUIRY.

At Kowloon Magistracy yester-  
day, Mr. E. W. Hamilton sat as  
Coroner, with a special jury con-  
sisting of Mr. J. P. Warren (fore-  
man), Captain A. N. Davidson, and  
Mr. J. P. Danby, to conduct an in-  
quiry into the recent train wreck  
on the Kowloon-Canton Railway.  
The inquiry is on the body of a  
Chinese woman, one of the victims,  
named Chan Chu.

The Coroner explained to the  
jury that it was customary to hold  
an inquiry into the death of one  
or more persons, and then extend  
the investigation to the whole  
question of the disaster. Thus, in  
this case, the nominal inquiry into  
the death of the woman Chan Chu  
would actually embrace the whole  
circumstances of the affair. He  
hoped the jury would return such  
riders as they saw fit, indicating,  
if necessary, what action they  
thought should be taken, or what  
other blame attached to anybody.

Medical evidence and evidence of  
identification of the body was  
taken, after which photographs and  
plans of the scene were put in.  
The inquiry was then adjourned  
until this afternoon. The jury will  
visit the scene of the disaster.

## DARING INDIAN ROBBERS.

Calcutta, April 20.  
The Sealdah railway station  
was the scene of firing at half-  
past five this evening, when  
four Bengali youths attacked  
railway clerks proceeding to the  
cash office with two bags contain-  
ing Rs. 4,000 and Rs. 5,000, re-  
spectively, and credit notes for  
deposit. The money was carried  
by a khalasi, who was stabbed  
and whose condition is stated to  
be serious. The assailants seized  
and decamped, firing shots at their  
pursuers, hitting a workman at-  
tached to the watch and ward of  
the E. B. Railway. The latter's  
injury is not considered serious.  
No arrests have been made so  
far. It is stated one of the  
assailants carried a hockey stick.

MYSTERY BRITISH  
LECTURES.

Vivian Stranders' New  
Activities.

TOUR IN GERMANY.

Captain Vivian Stranders, the  
former British staff officer who,  
four years ago, was arrested in  
Paris as a German spy, and sen-  
tenced to two years' imprisonment,  
has again moved into the limelight  
of international politics.

He is travelling through the  
country towns of Germany deliver-  
ing lectures. His subject is "War  
Debt Lies—The Versailles Dicta-  
torship: France's Political Aims."  
Although Stranders has not been  
to England for some years, he is  
described in the advertisements  
which are printed in the German  
newspapers as an "Englishman of  
high rank."

It is stated that he is a "Captain  
(retired) on the English General  
Staff; Doctor of Philosophy, Lon-  
don University; honorary member  
of the 'Steel Helmets'."

Stranders was announced to  
speak in Schwerin in the  
town hall. Admission was by  
payment only, numbered seats  
being 6d. and others 3/4d. Loud-  
speakers were installed to carry  
his address to every corner of the  
hall.

The advertisement in the news-  
paper included this appeal:—

Men and women! Come and  
protest against the insult to the Ger-  
man people! Let us be on our  
guard for the protection of the  
German nation against lasting in-  
ternational slavery! Help us to  
achieve equality of rights for Ger-  
mans, and national freedom!

The arrest of Vivian Stranders  
in France four years ago was fol-  
lowed by the assertion that a wide  
network of spying there and in  
Great Britain on behalf of Ger-  
many had been discovered, and for  
some weeks afterward detectives of  
the Surete-General, in Paris, and  
officers of the special branch of  
Scotland-yard were engaged in  
making inquiries.

## In The War.

Vivian Stranders is nearly fifty  
years of age and is an engineer.  
In 1914 he was with the Kent Ter-  
ritorial Royal Engineers, with  
headquarters at Southborough.  
Some time later he obtained a  
commission in the Royal Field Ar-  
tillery, and served as a gunner  
officer with the 1st. London  
Brigade. He was transferred to  
the Royal Flying Corps in Febru-  
ary 1917 as an equipment officer,  
with the rank of lieutenant.

The following year he obtained  
the temporary rank of captain, and  
was employed on staff duties at  
various home stations of the  
R.A.F. In September 1919 he was  
appointed to serve, under Air Com-  
modore Masterman, on the Inter-  
Allied Aeronautical Commission of  
Control in Germany. He came  
home in January 1921, and was  
then demobilised.

After this he went to Germany  
on business, and he has since lived  
abroad, having married a German  
woman in 1925 at St. Martin's Re-  
gister Office, Henrietta Street,  
W.C. Scottish official records show  
that a Vivian Stranders was married  
on June 21, 1910, by declaration  
before the sheriff in Glasgow, to a  
Miss Patricia Annette Monica  
O'Connell Ryan, aged twenty-four,  
certified nurse, of Duke Street,  
Glasgow.

## Book For Germans.

After going to live in Germany,  
Stranders came to Britain on a  
number of visits, and for this pur-  
pose obtained a passport from the  
British Consulate in Cologne.  
When this expired he had it re-nu-  
ewed at the Consulate in Berlin.

Two years ago he published a  
book in Germany, entitled "The In-  
ternational Espionage of the Entente  
as Represented by the Activities of  
the Control Commission." The  
book purported to show that the  
commission was used as a cloak  
for a system of industrial espion-  
age, and suggested that this, and  
not military control, was often the  
motive for forcible entry into  
offices, the removal of documents  
and material, and so forth.

The book concludes with the  
words: "Why war in peace time?  
British envy and French hatred—  
that is why!"

## Ten Years Ago.

(From the "China Mail" of  
May 14, 1921.)

To-day's dollar is worth 2/6 1/2.

The Hong Kong Chinese lawn  
tennis players who are representing  
China in the Far Eastern Olympiad  
Games in Shanghai next month will  
leave for the Northern Settlement  
by the s.s. Wenatchee. The team  
will include the Colony's singles  
champion, Ng See Kwong, and W.  
Lok Wei, M. W. Lo, and C. Choa.



## ECONOMIC CRISIS.

## METHODS OF REMEDYING DEPRESSION.

## EXPERTS TALK.

Rugby, Yesterday. Two interesting views on the world economic crisis and the methods of remedying trade depression, were expressed yesterday at different functions in London.

Lord D'Abernon, former Ambassador, and an expert on interna-

by the scarcity of means of payment. The position could be corrected by combined action between the Central Banks of the gold-using countries; provided those Central Banks came to an understanding on a joint policy, and that they took as their objective the restoration of stability to a standard of value.

The price level at which the standard of value should be stabilized was a matter for discussion, but it must be consistent with ultimate stability and such as would permit the maintenance of wages and salaries approximately at their present rate. It must also be such as would render possible to the debtor nations the punctual execution of their contractual engagements.

Another View. Professor Sprague, on the other hand, pointed out that no agreement existed either on the cause of, or the remedy for, depression. Some people prescribed that the great Central Banks should plug the market with a great amount of additional credit and currency. None of the Central Banks, however, believed that this was an appropriate remedy.

Do you like dogs? "Like? I adore them—but they are indigestible." — *Pages, Gales, Yverdon.*

tional finance, was one speaker, and Professor Sprague, the economic adviser, to the Bank of England, was the other.

Lord D'Abernon maintained that the present conditions were mainly, though not entirely, due to the fall in the price of staple commodities. This fall had been brought about

by the scarcity of means of payment. The position could be corrected by combined action between the Central Banks of the gold-using countries; provided those Central Banks came to an understanding on a joint policy, and that they took as their objective the restoration of stability to a standard of value.

All responsible people connected with banks were disposed to think that a fall in prices was a symptom, and not a condition that could be attacked directly. They observed that although the prices had tended downwards, the movement of prices had been very uneven. For prices to rise, there must be satisfactory borrowings from banks, and in the banker's judgment that would not happen until a better equilibrium of prices was reached, and a better distribution of labour and capital than now existed.—*British Wireless Service.*

## ROUND THE CINEMAS

## THRILLING AND SPECTACULAR PICTURE.

## "HELL'S ANGELS."

It is no exaggeration to say that "Hell's Angels," now showing in the Queen's Theatre, is one of the most thrilling and spectacular pictures that has ever been screened here. In spite of the terrific battles in the air, the wrecking of the gigantic Zeppelin, when the gallant German crew, in order to save the ship, jump out into space, not once does the story seem improbable.

Unlike so many of the spectacular films that have appeared recently, the story in "Hell's Angels" has not been neglected. The only woman in the film is Jean Harlow, who plays the part of Helen, while the other stars are Ben Lyon and James Hall, who take the parts of Monte and Roy Rutledge. At the commencement of the War both boys who are studying at Oxford, join the Royal Air Force. Shortly after they take part in a Zeppelin hunt, but are forced down after a thrilling fight in the air. They escape unharmed.

Helen, with whom Roy is in love, opens a canteen in France, and Monte, who knows that Helen is not the saintly creature Roy thinks her to be, tries to disillusion him, without success.

Under the strain of fighting Monte cracks up, and when called upon to join the Night Patrol he creates a scene. Later, however, he volunteers to fly over a German munition depot with his brother. Before starting they decide to celebrate, and go to a cafe, where Roy loses some of his ideals when he sees Helen in the arms of another officer.

Three a.m. sees the departure of the two brothers in a captured German plane in an attempt to blow up the munition dump. They succeed in their objective, but are sighted by Von Richtofen's Flying Circus. After a thrilling chase the brothers are again forced down and captured by German infantrymen. Brought before the General they are given fifteen minutes to decide whether they will give information or be shot as spies.

How the end comes, the only possible finale to such a story of daring and sacrifice, cannot be told here. Needless to say, it is a fitting climax to a great story of the air.

## "KING OF JAZZ."

A sound-proof bungalow, similar in construction to the stages upon which "talkies" are filmed, was constructed on the Universal lot for Paul Whiteman's use during the filming of the super-production, "King of Jazz" which is now at the Majestic Theatre, Kowloon.

Whiteman's bungalow was sound-proofed so that, even in the middle of the busy studio, it would be possible for him to concentrate with his staff of arrangers upon the special music which was written for the revue, which was directed by John Murray Anderson, producer of six "Greenwich Village Follies" in New York.

In addition to this soundproof bungalow, a rustic building on the order of an immense mountain cabin was especially erected for the personnel of Whiteman's band. This building, still known as Whiteman Lodge, is 110 feet long by 40 feet wide, furnished throughout with rustic furniture, and is complete with shower rooms, dressing rooms, and every convenience for Whiteman's forty musicians during their four months' stay at Universal City, California.

The building is now being used as a glorified office building pending its use again by Whiteman and his band.

## "RANGO."

Patience, and not courage, is required first of all in hunting wild animals with a motion picture camera, according to Ernest Schoedsack, producer of "Rango" for Paramount, now showing to capacity houses in the Central Theatre.

"Rango" is the story of jungle life that Schoedsack made during eight months spent in the heart of the Achin jungles, in northern Sumatra—the only spot in the world where tigers and apes are found together.

Schoedsack reveals that he devoted two weeks, fourteen successive days, to securing a close-up of one of the animals that plays an important part in his film. Contrary to popular belief, the sunlight at the equator is difficult photographically, being strong and white only around mid-day. In the morning and the afternoon lengthening shadows make it impossible to photograph moving objects in the jungle depths and for this reason Schoedsack could use his cameras only three to four hours a day except when he used magnesium flares. Frequent tor-

## SHADOWS BEFORE

## COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions. To-day—Tea Dance at Hong Kong Hotel; Dinner Dances at Peninsula and Hong Kong Hotels.

Entertainments. To-day—King's Theatre; "Under Suspicion." Theatre; To-day—Queen's Theatre; "Hell's Angels."

To-day—Central Theatre; "Rango." Theatre; To-day—Majestic Theatre; "King of Jazz."

To-day—World Theatre; "Enemy Beauty."

Meeting. Saturday—China Entertainment and Land Investment Co. King's Theatre, 11 a.m.

Home Mails. To-morrow—Inward from Europe via Negapatam (Kutsang); Outward for Europe via Marseilles (Hakusan Maru), 6 p.m.

Saturday—Outward for Europe via Siberia (President Madison), 5 p.m.

Sports. See Sports Diary on Page 8.

Miscellaneous. To-morrow—Whist Drive, H.K.S. Brigade R.A., Sergeants' Mess, 8.45 p.m.

To-morrow—Volunteers' Annual Dinner and prize-giving, 8 p.m. Saturday—Royal Corps of Signals open air dance, Whitfield Barracks, 8 p.m.

## WU PEI-FU.

## SAFE ESCORT GRANTED TO NANKING.

Nanking, Yesterday. The Nanking Military Command has telegraphed to the Hankow and Szechuan military authorities requesting them to render protection to Marshal Wu Pei-fu who is on his way to Nanking.—*Reuter.*

rental rains added to his difficulties.

Ernest Schoedsack, producer of the Sumatran jungle film "Rango" for Paramount, spent eight months in the Achin fever belt, almost on the equator, photographing his story.

His only companions were Mrs. Schoedsack, Alfred Williams, his camera assistant, a Chinese interpreter, a Japanese cook, and a small group of native bearers.

Hundreds of friendly apes were constantly in and out of camp, Schoedsack reports, and tigers made frequent prowling calls. "Rango" is a story paralleling the fight for existence waged by a native tiger hunter and his son and an old ape and his cub.

## "MIN AND BILL."

Marie Dressler and Wallace Beery, who have scored repeated successes in separate vehicles, are now to be seen in their first co-starring picture, "Min and Bill," which will open on Saturday in the Queen's Theatre.

The picture is based on Lorna Moon's powerful novel of the waterfront, "Dark Star." Information is that Metro-Goldwyn-Mayer, in seeking a story suitable for the combined talents of its two popular players, selected the late Miss Moon's novel for its wide opportunities in both the field of comedy and serious work.

That the two players are as equally at home in the one field as in the other was evidenced in the startlingly contrasting roles played by Miss Dressler in "Anna Christie" and the subsequent "Caught Short," and by Beery in "Billy the Kid."

In the current production Miss Dressler is seen as Min, proprietress of a waterfront hotel, and Beery has the role of a boisterous fishing-barge captain.

The plot centres about Min, who has done her best to give Nancy, her adopted child, a better environment than that of the disreputable waterfront neighbourhood in which she was left by the real mother, a woman of bad reputation. By dint of self-sacrifice and saving, Min has been able to send the girl to a fine school and is about to reap her reward in happiness when she learns that the son of the rich owner of the canneries wants to marry Nancy. The real mother takes this opportunity to turn up, again with the intention of blackmailing her prospective rich in-laws. The problem is cleared in a powerful climax in which Miss Dressler does the best acting of her career.

## COMING ???

## JUST IMAGINE

## NEW ADVERTISEMENTS.

## THE HONG KONG JOCKEY CLUB.

Subscription Grilms and Australian Ponies.

THE LIST of Subscribers to the above will CLOSE at Noon on SATURDAY, 30th May, 1931. By Order of the Stewards, C. B. BROWN, Secretary. Hong Kong, 14th May, 1931.

## THE HONG KONG JOCKEY CLUB.

## NOTICE.

THE HALF YEARLY GENERAL MEETING of VOTING MEMBERS will be held at the Club House, Happy Valley, on WEDNESDAY, 27th May, 1931, at 5.15 p.m.

All members are cordially invited to attend and participate in any discussion which may ensue.

AND NOTICE is hereby given that an Extraordinary General Meeting of the Voting Members of the Hong Kong Jockey Club will be held at the Club House on the 27th day of May, 1931, immediately after the half-yearly meeting of the Voting Members when the subjoined resolution will be proposed:

That Article 6 of the Articles of Association of the Club be altered by deleting therefrom the words "Ordinary Members may be unlimited in number" and substituting therefor the words "The number of Ordinary Members shall be one thousand two hundred or such greater number as the Voting Members shall from time to time determine."

AND NOTICE IS ALSO HEREBY GIVEN that a Further Extraordinary General Meeting of the Voting Members of the Club will be held at the same place on WEDNESDAY, the Seventeenth Day of June, 1931, at a quarter past five o'clock in the afternoon for the purpose of receiving a Report of the proceedings at the above mentioned meeting and of confirming if thought fit as a Special Resolution the above mentioned Resolution.

By Order of the Stewards, C. B. BROWN, Secretary. Hong Kong, 14th May, 1931.

## EXCHANGES.

## TO-DAY'S QUOTATIONS.

On London—	
Bank, wire .....	1134
Bank, on demand .....	1134
Bank, 4 months' sight 11 13/16	
Credits, 4 months' sight .....	1/— 7/16
Documentary, 4 months' sight .....	1/— 9/16
On Paris—	
On demand .....	607½
Credits, 4 months' sight .....	647½
On Berlin—	
On demand .....	Nom.
On New York—	
On demand .....	23 13/16
Credits, 60 days' sight .....	24 15/16
On Bombay—	
Wire .....	65½
On demand .....	65½
On Calcutta—	
Wire .....	65½
On demand .....	65½
On Singapore—	
On demand .....	42½
On Manila—	
On demand .....	47½
On Shanghai—	
On demand .....	777½
Dollar .....	5% dis.
On Yokohama—	
On demand .....	48½
Sovereigns (Bank's buying rate) .....	1/— 3/4
Silver (per oz.) .....	13 8/16
Bar Silver in Hong Kong .....	Nom.
Copper Cash .....	Nom.
Copper Cents .....	3% prem.
Rate of Native Interest .....	3½% p.a.
Chinese Sub. Coin .....	23¼% dis.
Hong Kong Sub. Coin Par.	
LONDON EXCHANGES	
Rugby, Yesterday.	
Paris .....	124.26½
New York .....	4.86 5/16
Brussels .....	34.94½
Geneva .....	25.23½
Amsterdam .....	12.10½
Milan .....	92.89½
Berlin .....	20.41½
Stockholm .....	18.14½
Copenhagen .....	18.16½
Oslo .....	18.16½
Vienna .....	34.58½
Prague .....	164½
Helsingfors .....	133½
Madrid .....	48.8
Lisbon .....	108.25
Athens .....	375
Bucharest .....	417
Blo .....	8 7/32
Buenos Aires .....	354
Montevideo .....	20½
Bombay .....	1/5 13/16
Shanghai .....	1/5
Yokohama .....	2/— 13/64
Hong Kong .....	1134
Silver Spot .....	13 8/16
Silver Forward .....	18½

—*British Wireless Service.*

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Overture .....	Zampa .....	Record 9582
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Vocal Gems .....	The Mikado .....	Record 9531
Columbia Light Opera Co.		
Humorous .....	MacPherson's Wedding Breakfast .....	Record DX138
Will Fyffe		
Solo .....	Let the Bright Seraphim .....	Record 9670
Isobel Baillie		
Selection .....	The Damask Rose .....	Record DX24
Court Sym. Orchestra.		
Descriptive .....	Voyage on a Troopship .....	Record DX8
Grenadier Guards Band.		
Solo .....	The Midshipmite .....	Record DX106
Norman Allin.		
Sketch .....	Old Comrades Reunion .....	Record DX114
Roosters Concert Party.		

## The Anderson Music Co., Ltd.

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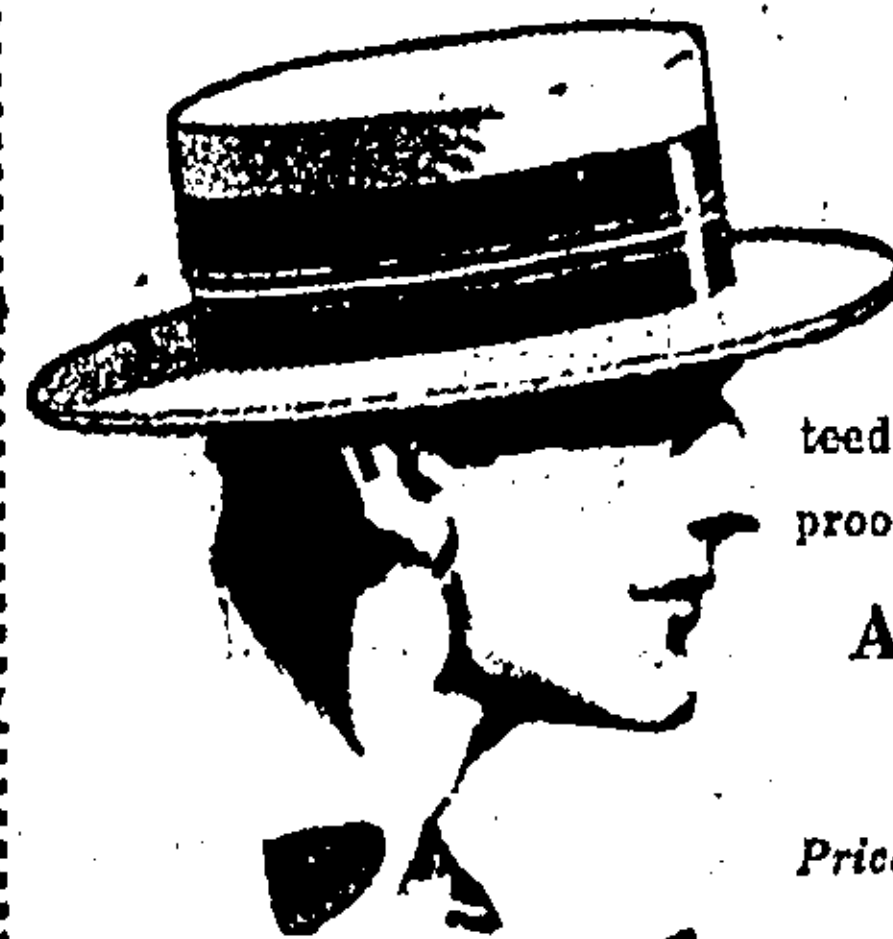
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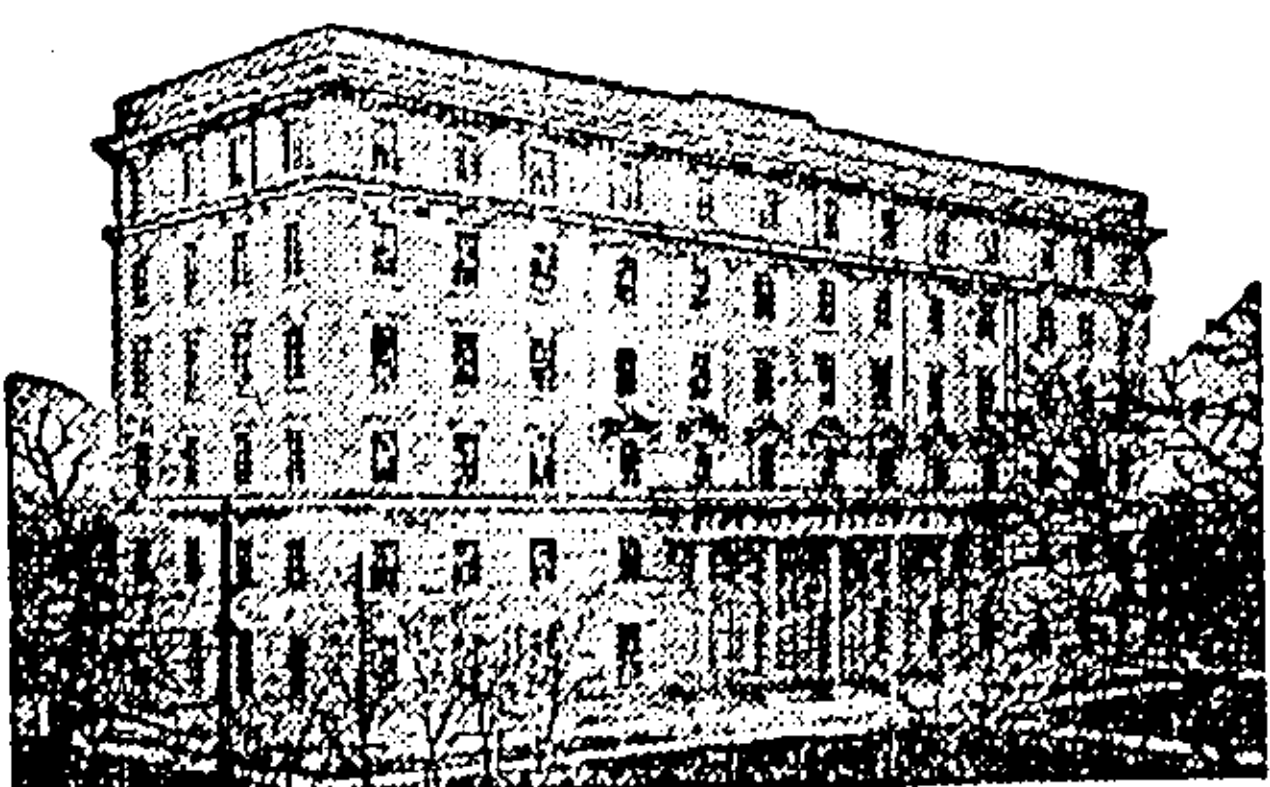
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of cheap Dry Cleaning. So called Chemical Cleaning is soap and water with a little spirit spotting. Such methods do not preserve cloth from moth and other insects. There is no surer method to preserve your clothes during the Summer than Genuine Dry Cleaning and Sealing in a Moth Proof Bag.

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AT 2.30, 5.10, 7.15 & 9.30 P.M.

A STORY OF TREACHERY EXPOSED, HEROISM  
REWARDED, CONSTANCY REQUIRED, HONOUR  
CLEARED, AND LOVE FULFILLED.



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LOIS MORAN

The personification  
of charm, poise and  
personality.

J. HAROLD MURRAY

After singing the  
leading role in the  
stage production of  
"RIO RITA."

## UNDER SUSPICION

A SONG ROMANCE OF THE CANADIAN ROCKIES,  
AND THE ROYAL CANADIAN NORTHWEST  
MOUNTED POLICE.

Booking at the Theatre

Phones 25313 and 25330.

### CURRENT SPORTING GOSSIP

#### CRUELITIES OF THE GOLF SPECTATOR.

Oxford and Cambridge  
Reserves in Play.

##### DEPENDENT DINNERS.

Superficially the golfing specta-  
tor is the most humane and the  
best behaved in the world. His  
football brother lets loose a crude  
yell of triumph when the enemy  
misses the goal, whereas he—the  
courteous gentleman—must as-  
sume an air of silent and sanc-  
timonious regret when the other  
side misses a putt. Nevertheless,  
this golfing spectator, whatever  
his code of manners may make  
him pretend to be, is really one  
of the cruelest, hardest, most  
cold-blooded brutes in the world,  
and I include myself wholeheart-  
edly in this indictment.

##### Ironical Cheers.

I am moved to make these re-  
marks by the fact that I have just  
been watching the match at Sand-  
wich between the reserves of Ox-  
ford and Cambridge. Here were  
four young gentlemen who deserv-  
ed the tenderest sympathy which  
the human heart was capable of  
giving them. In the first place  
they had just missed, after two  
terms of hard work, the honour  
of a place in the team, and, in the  
second, they had on their should-  
ers the responsibility of trying to  
save their more fortunate col-  
leagues from paying for their din-  
ner. Moreover, instead of, as of  
old, playing their match on the  
same day as the match, when no-  
body would have cared twopence  
about them, they were butchered  
to make a holiday for both teams,  
who were resting before the  
battle. They had not sought the  
limelight which blazed full upon  
them; yet when they missed the  
ball, as they occasionally did,  
everybody sniggered, and when at  
the last hole one of them produc-  
ed a shot of which Bobby Jones  
could have dreamed, the laughter  
drowned the cheers. Here was  
surely exhibited a very base aspect  
of human nature.

##### Grimacing Demons.

It would be easy to multiply in-  
stances. Only two days before, if  
I may be pardoned an egotistical  
illustration, I had been playing in  
a Foursome match at Sunningdale.  
I arrived on the edge of the home  
green in a shattered condition to  
find myself confronted by a long  
putt and four grinning demons  
seated in a row and in a state of  
ostentatious decorum to watch me  
play it. I was lamentably short,  
the match was not won, and then  
each of those four separately in-  
formed me that this putt was a  
well-known booby trap and that  
they all waited and postponed  
their tea merely for the pleasure  
of seeing me fall into it. Is there  
imaginable a more horrid refine-  
ment of cruelty?

##### One Bright Exception.

It is a pleasure to give, at any  
rate, one instance of a more Chris-  
tian spirit. Ages ago two players  
went to the nineteenth hole at  
Hoylake in a championship and  
put so many balls out of bounds  
into the field that at last one of  
them had to surrender from sheer  
lack of ammunition. The crowd  
turned laughing back to the club  
when an American gentleman ad-  
ministered a reproof. He quoted  
the words of a compatriot, the  
American Admiral, when a Spanish  
ship went down. "Down cheer,  
boys, they're dying."

##### "Dormy Two."

That was nobly said, and when  
we laugh on such occasions—good-  
ness knows, it was almost justifi-  
able—we forget how terribly  
near to us are the victims. The  
cricketer who in the far distance  
misses an easy catch is by com-  
parison with the golfer only a  
mechanical figure. He is not  
even a human face; he is no more  
than a cap with a peak like  
Cyrano's nose, and as to his hav-  
ing a heart or nerves or feelings,  
we rarely give the possibility a  
thought. The case of the golfer  
is altogether different. We can-  
not deny that he is human when  
we can study at close quarters  
"each new and never-twisted  
pose" and even hear what he says  
under his breath. And he can  
hear what we say, hear it with  
ears made all the keener by his  
pony. This very day one of those  
strugglers to avoid a dinner bill  
stood one up with three to play  
and played a beautiful shot close  
to the hole at a one-shot hole. I  
—may heaven forgive me!—turn-  
ed to my neighbour and said,  
"That's done it—dormy two."  
It had done it, and I hope and be-  
lieve that he who had to play the  
like did not hear me; but if he  
had heard and had there and then

#### DENMARK LEADS RUMANIA.

Davis Cup Results from  
Copenhagen.

##### TWO SINGLES MATCHES.

Copenhagen, Yesterday.  
In the Davis Cup match here to-  
day Ulrich (Denmark) beat Mishu  
(Rumania) 6-4, 6-4, 9-7 and Hen-  
riksen (Denmark) beat Bunea  
(Rumania) 6-0, 6-2, 6-3.—Reuter.

#### TEST PLAYERS SCORE FREELY.

Bradman Bats Well and  
Takes Wickets.

##### JACKSON'S INNINGS.

Queensland, April 2.  
Kippax's team scored 210, and  
won by 81 runs on the first in-  
nings against Eacham Association  
team. Archie Jackson was top-  
scorer with 61. Solely caught and  
bowled Bradman, winning the bat  
given by Turner Agencies, Ltd., to  
the bowler getting Bradman's  
wicket. Eacham had lost three  
wickets for 52 in the second in-  
nings when rains ended play.

Bradman and Jackson gave hur-  
ricane hitting displays in the  
match played at Cairns during the  
week-end between Kippax's Eleven  
and a Cairns team. Jackson, who  
made 158 in the first innings, at

##### LAWN BOWLS LEAGUE.

As in previous years the co-  
operation of Bowls Conveners  
is requested in forwarding  
lists of teams in time for pub-  
lication in our issue of Fri-  
days.

To-morrow "Short Head"  
will discuss the prospects for  
Saturday's League matches.

one stage scored 50 in eight  
minutes. Bradman, who scored  
90 and 103, also took the honours  
as a bowler. In the first in-  
nings he captured four wickets for 13  
runs, and in the second six for 43,  
making his aggregate for the  
match 10 for 56. For the home  
team Herwood made a good show-  
ing in the first innings, compiling  
70, while Lynam made 20 and 42.  
The visitors won by an innings  
and 13 runs. Scores: Cairns,  
first innings, five wickets for 470  
(declared); Cairns, second innings,  
135; Kippax's Eleven, second in-  
nings, three wickets for 265.

Queensland, April 9.  
Kippax's team won on the first  
innings in the match against a  
team representing the Innisfail  
district. There was a large  
crowd, the gate takings amount-  
ing to about £110. Anstey was  
the most successful batsman for  
the home side, scoring 42. Brad-  
man secured four wickets for 49  
runs. Thirteen players batted for  
Innisfail. Rigg and Bill batted  
excellently, Rigg compiling 92,  
and Bill 86, Bradman made 25.  
Scores: Innisfail, 164; Kippax's  
Eleven, six wickets for 225. Rain  
stopped play.

North Queensland failed in the  
match against Kippax's Eleven at  
Townsville over the week-end, and  
the score at the drawing of stumps  
on Monday were:—  
New South Wales, First in-  
nings: 623 for 6 dec. (A. Jackson  
171, A. Fairfax 73, B. G. Bradman  
113, Waddy 108, Kippax 103).  
North Queensland: 122 (Brad-  
man 4 for 35).

murdered me, any golfing jury  
ought to have acquitted him.  
Shameful Gloating.

There is just this to be said  
for us who watch golf, that we do  
not enjoy the sight of a man miss-  
ing a short putt; not, that is to  
say, unless we are driven by sheer  
hard necessity to want him to  
miss it, because our motto is for  
the moment, "My country right  
or wrong." But we do gloat—  
more shame to us—over a hole  
halved in 7 which ought to have  
been won in 4; we do like to see  
some poor wretch go, as if mag-  
netically attracted, into the one  
bunker on the course which can  
prevent him from winning the  
hole, we are not even wholly  
averse from seeing a pitch fluffed  
or topped; we revel in saying  
"Head up," as if it were clever in  
us to detect all too obvious a fact.  
In short, we are pretty mean  
beasts; and I am determined never  
to do it again except when Cam-  
bridge—and, even so, I had not  
got to pay for the dinner.—The  
Times.

#### NETHERLANDS DRAW WITH GERMANY.

40,000 Witness Match at  
Amsterdam.

##### BRILLIANT FORM DISPLAYED.

Amsterdam, April 26.  
Before 40,000 spectators, includ-  
ing several thousand German visi-  
tors, the international football  
match between the Netherlands  
and Germany was played at the  
Olympic Stadium, and ended in a  
draw of one goal all.

The Dutch eleven scored their  
goal before half time, after which  
the German forwards made des-  
perate and eventually successful  
attempts to even up matters.  
This is the fifth of twelve inter-  
national contests between the two  
countries ending in a draw, while  
of the remainder the Dutch have  
won four. Both teams were in  
brilliant form, though the Nether-  
land's technique was slightly  
superior. This, however, was  
compensated for by the staunch  
German defence.

#### WOMEN TO ACCEPT CHALLENGE.

Gruelling Motor Race  
Against Men.

##### AUTOMOBILE CLASSIC.

Brooklands, May 7.  
For the first time in the his-  
tory of the event, women drivers  
will start in the British double  
twelve-hour motor race which be-  
gins here to-morrow. The race is  
regarded as one of the classics of  
the British automobile speed  
track and three women have ac-  
cepted the challenge made recent-  
ly by a prominent racing driver  
at a meeting of the British Rac-  
ing Drivers' Club. They are Miss  
Victoria Worsley, who was the  
first British motor saleswoman and  
is leading a team of Baby Aus-  
tins; the Hon. Mrs. G. A.  
Chetwynd, the mother of a year-  
old infant, and who is to drive a  
supercharged M. G. Midget; and  
Mrs. E. M. Wisdom, who will be  
at the wheel of a Frazer-Nash.

All three are well known on the  
racing track, but none has pre-  
viously attempted anything on  
such a big scale as the 24 hours  
race, which taxes the endurance  
of some of the finest racing men.  
Their skill and endurance is to be  
pitted against that of numerous  
speed kings, including Earl Howe,  
Sir H. R. S. Birkin, Dudley Frey  
and Dr. J. D. Benjafield. Only in  
a few international automobile  
events are women allowed to com-  
pete with men on equal terms.—  
United Press.

#### Our Sports Diary.

##### LOCAL.

CHESS — To-morrow — Open  
Championship.

RACING — To-day — Entries for  
Sixth Extra Race Meeting close  
at noon.

Saturday — Fifth Extra Meeting.

LAWN BOWLS — Saturday —  
Division I.—K.B.G.C. v. Civil Ser-  
vice, Craigengower v. Police, Re-  
crelo v. Rowan Dock, Talkoo  
v. K.C.C., Division II.—Civil Ser-  
vice v. Craigengower, H.K. Elec-  
tric v. Talkoo, Yacht Club v.  
K.B.G.C., K.C.C. v. Recrelo.

##### HOME.

CRICKET — To-day and To-  
morrow —

Hampshire v. New Zealand.  
Middlesex v. Gloucester.  
Surrey v. Somerset.  
Lancashire v. Essex.  
Notts v. Worcester.

Cambridge U. v. Yorkshire.

Oxford U. v. Leicester.

Saturday, Monday and Tues-  
day —

M.C.C. v. New Zealand.

Surrey v. Hampshire.

Sussex v. Gloucester.

Worcester v. Lancashire.

Notts v. Northampton.

Leicester v. Essex.

Yorkshire v. Warwick.

Derbyshire v. Kent.

Cambridge U. v. Middlesex.

GOLF — To-day — Professional  
Tournament at Southport (Con-  
tinued).

ATHLETICS — Saturday — Uni-  
versities, Athletic Union, Cham-  
pionships at Manchester.

LAWN TENNIS — Sunday —  
French International, Cham-  
pionships, Davis, Cup, Second Round  
to be completed.



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AND

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PICTURES



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It's The Talk  
of The Town!  
Paul  
WHITEMAN  
AND HIS BAND  
KING OF JAZZ

EVERYBODY'S talking about "King of Jazz." Noth-  
ing like it has ever been seen or heard here  
before. It eclipses anything ever done on stage or  
screen. To say it's a sensation is putting it mildly.  
Never before such a luxury of beauty... such  
deliciously intimate wit and humor... such com-  
pelling songs and music... and the line-up of stars  
looks like the Hollywood city directory! COME  
EARLY TO BE SURE OF SEATS!

Don't miss the  
first dramatization of  
GEORGE GERSHWIN'S  
"Rhapsody in Blue."



With Laura La Plante, John Boles, Glenn Tryon, Jeanette Loff,  
Merna Kennedy, Kathryn Crawford, Stanley Smith, Grace Hayes,  
William Kent, Charles Irwin, Twin Sisters G, Russel Markin, Dan-  
cers, Wynn Holcomb, Tommy Atkins Sextette, Nell O'Day, George  
Chiles, Jacques Carlier, Al Norman, Paul Howard, Frank Leslie,  
Jeanie Lang, Presented by CARL LAEMMLE, Directed by JOHN  
MURRAY ANDERSON, Produced by CARL LAEMMLE, Jr.

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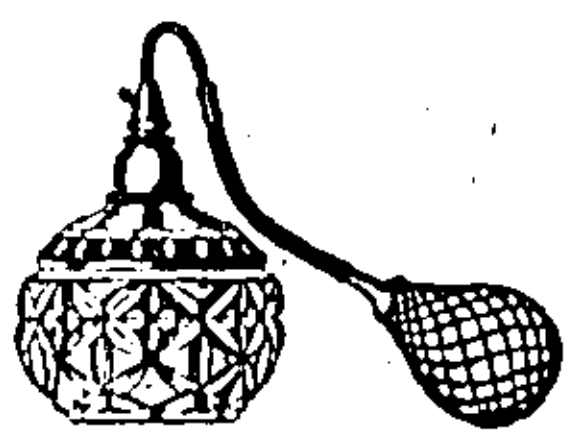
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### MOMENTOUS DECISION IN DOMINION RUGBY.

South Africa Leagues with Home Unions.

LONG DELAYED.

One of the most important happenings in the history of Rugby football occurred at Cape Town, when the South African Rugby Union decided to fall into line with the four home unions regarding the rules governing international matches.

The necessity for unanimity in the Rugby code of laws was recently accepted by New Zealand, so that now the whole of the Empire Unions will meet in the future on a common basis, and without those irritating discussions as to how the game shall be played.

To those who have been working for years to obtain this unanimity the decision of the South African Union is welcome indeed. The only regrettable fact is that it did not come during the lifetime of the late Sir Rowland Hill, for there has been no man who worked so much in season and out for unanimity as did that "G.O.M." who spent a lifetime in

(Continued in next Column.)

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LINENS OF ALL DESCRIPTION WHITE & COLOURS.

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HONG KONG

SHANGHAI

MANILA

### HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 14th May, 1931.

STOCK	Buyers	Sell	Sales	Open	Close	Last dividend and when paid
<b>Banks.</b>						
Hong Kong Bank	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Chartered Bank	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Mercantile Bk., A.B.	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Bank of Asia	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Insurance.</b>						
Canton Ins.	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Union Ins.	...	...	...	...	...	[Final 25 hours 21] Mar. 31
*China Underwriters	...	...	...	...	...	[Final 25 hours 21] Mar. 31
China Fire Ins.	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. Fire Ins.	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Shipping.</b>						
Douglas	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. Steamship	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Indo-China (Pref.)	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Shell Transports	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Union Waterboat	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Mining.</b>						
Reynolds	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Kellan Mining Ad. v.	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Langkat	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Shai Exploration	...	...	...	...	...	[Final 25 hours 21] Mar. 31
*Loans	...	...	...	...	...	[Final 25 hours 21] Mar. 31
*Rauha	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Venezuela Gold Fields	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Docks, Wharves, Godowns, &amp;c.</b>						
H. K. & W. Wharves	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. & W. Docks	...	...	...	...	...	[Final 25 hours 21] Mar. 31
South Ch. Moins	...	...	...	...	...	[Final 25 hours 21] Mar. 31
*China Providents (old)	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Hongkong	...	...	...	...	...	[Final 25 hours 21] Mar. 31
N. Engineering	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Shanghai Docks	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Lands, Hotels &amp; Buildings.</b>						
*H. K. & S. Hotels	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. Lands	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Humphreys (old)	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. Residues	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Chinese Estates	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Cotton Mills.</b>						
*Ewo Cotton	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Shanghai Cotton	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Zong Sing	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Public Utilities.</b>						
*H. K. Tramways	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Peak Tram (old)	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Star Electric	...	...	...	...	...	[Final 25 hours 21] Mar. 31
*China Light	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. Electric	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Sandakan Light	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. Tels. fully paid	...	...	...	...	...	[Final 25 hours 21] Mar. 31
China Bus	...	...	...	...	...	[Final 25 hours 21] Mar. 31
*H. K. Traction (Ord.)	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Industrials.</b>						
China Sugars	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Malabon Sugars	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Cald. Macg. Ord.	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Canton Ice	...	...	...	...	...	[Final 25 hours 21] Mar. 31
*Cements (com.)	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. Ropes	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Stores, &amp;c.</b>						
Dairy Farms	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Watsons	...	...	...	...	...	[Final 25 hours 21] Mar. 31
*Der A Wings	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Loce Crawford	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Mackintosh	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Sincere	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Wm. Powell	...	...	...	...	...	[Final 25 hours 21] Mar. 31
<b>Miscellaneous.</b>						
H. K. Amusement (old)	...	...	...	...	...	[Final 25 hours 21] Mar. 31
Ch. Entertainment	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. Construction	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. Ind. G. Bonds	...	...	...	...	...	[Final 25 hours 21] Mar. 31
H. K. Govt. Loans	...	...	...	...	...	[Final 25 hours 21] Mar. 31

\*Speculative shares. \*Sales to Shanghai.

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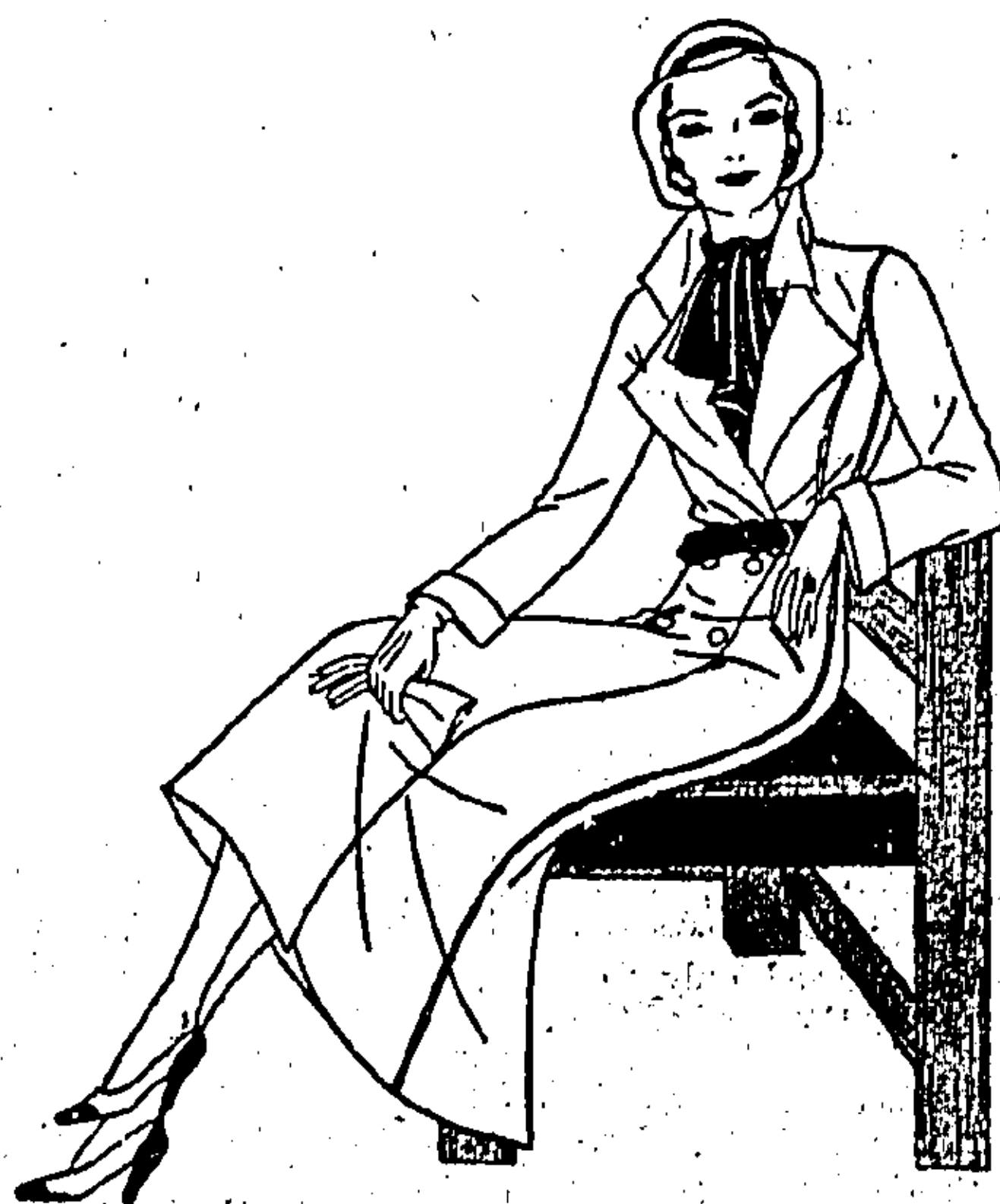
The Sale of Sales.

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the service of the game he so loved.

Why Agreement Was Delayed.

There is little doubt that such an agreement would have been arrived at much sooner had it not been for one small section of the International Board.

For some extraordinary reason the Unions of New Zealand, South Africa, and New South Wales were regarded by these peculiar people as being composed of men who were desirous of introducing innovations into the game which were contrary to accepted principles.

Time and again prominent men connected with the New Zealand and South African Unions have assured us that there was never any idea in their minds of flitting with pseudo-amateurism; that they were equally concerned with us in preserving the purity of the sport; but it was all to no avail. "Rugger" men in the Dominions were "suspect" in the minds of these people, and the position appeared hopeless.

Two New Zealanders—C. J. Wray, who represents his country on the Rugby Union, and Sam Wilson, of Christchurch, who visited England in 1924—repeatedly urged the International Board to view matters, so far as the Dominions were concerned, in a spirit of friendliness.

A Little Encouragement.

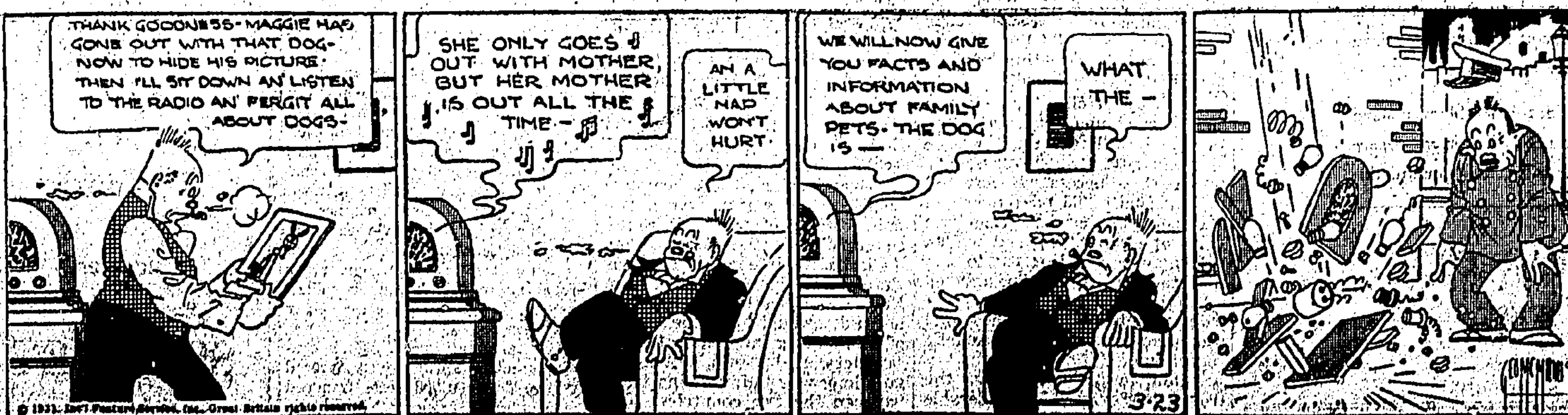
Both of them not infrequently spoke or wrote on the matter, and pointed out how simple it would be for all the Empire Unions to fall into line, if only those overseas were given the least encouragement. They realised, as did the whole of the Rugby-playing population of New Zealand and South Africa, that they always had the sympathy of the "English" Union in the matter; but they almost despaired as a result of the intolerant attitude of other sections of the British Isles.

The Welsh and Irish Unions were never antagonistic in the least to an agreement with the Dominions, as long as they were prepared to conserve the traditions of the game; but the Scottish Union could not or, perversely, would not believe in the integrity of sportsmen in the far-flung centres of the Empire. It was altogether regrettable, but the gesture of the South African Union has automatically settled all differences. What will now happen is that the Dominions will be given reasonable representation on the International Board.

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# MOTORISTS—THIS IS YOUR PAGE

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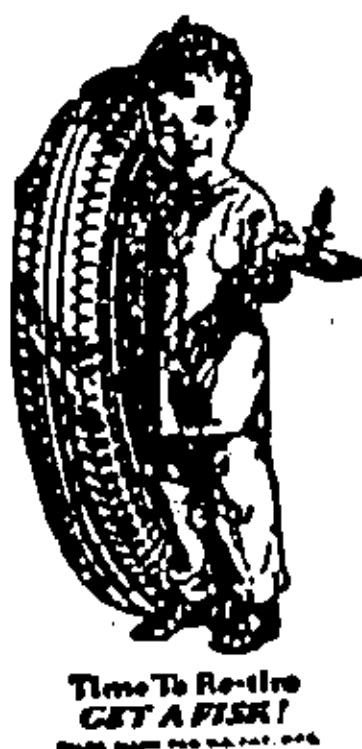
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#### MORE HONOURS.

#### High Speed Endurance Test.

A motoring test of exceptional severity has recently been completed at the Montlhéry track, near Paris, when an 8 h.p. Singer Junior set out on a 24 hours' run at full speed, the drivers, Messrs. G. E. T. Eyston, E. A. D. Eldridge and P. Brewster, taking the wheel alternately.

The test was run under the auspices of the A.C.F., whose officials sealed the bonnet before the start. Weather conditions were generally bad, but at midnight a hurricane arose and torrential rain fell, so that it was necessary for the windscreen wiper with which the Triplex screen was fitted, to be kept in action continuously.

Since the bonnet was sealed it was, of course, impossible for any adjustments to be made, but none was necessary, for the car ran faultlessly throughout. Stops were made approximately every 200 miles for petrol replenishments and a change of drivers, and in less than 20 hours 1,000 miles had been covered. The speed increased slightly towards the end of this gruelling run, and the full 24 hours showed a distance of 1,216 miles at an average of 50.7 m.p.h.

Far from being a racing or sports model, the little car was a four-door saloon with full equipment; during the hours of darkness, when the weather was at its worst, the track was unlighted except by the car's headlamps.

#### TROLLEY BUSES.

#### Odyssey in South Africa.

Realising many months ago that there was an extensive market for a newer form of city transport in the Union of South Africa (as there is indeed throughout the whole of the civilised world), Guy Motors, Ltd., shipped a 66-seater double-deck electric trolley bus to Cape Town, this vehicle being the largest which has ever been put into service on the African continent. Wherever the bus put in an appearance it naturally created intense interest. For several days it was demonstrated on the roadway at present served by rail-borne trams up the lower slopes to the famous Table Mountain, having its termini in the shade of the Table Mountain and in Cape Town itself.

On completion of an extensive demonstration in Cape Town the bus was towed by a Guy seven-ton six-wheeler to Durban, where it was put into service for several days, demonstrations being given to Ratepayers' Associations and the public generally, the Press interest, of course, being immense. Johannesburg was the ultimate destination of the bus, but owing to the inability of the Railway Companies to transport it, it was towed a distance of 413 miles, which is, in fact, a stupendous towing task without parallel in the history of African transport. This task occupied 70 hours actual running time, which, in itself, is a record, seeing that throughout the journey most unusual obstacles had to be overcome.

On the first day out it was necessary to chop 20 tons of timber to allow the bus to pass, and difficulty was experienced with overhead telephone wires owing to the height of the bus, though this was overcome without interfering with the lines of communication.

#### 1931 PROMISE.

#### Showing What Britain Can Do.

The present year has opened in a promising manner for the British motor industry, for it has seen a series of successes which have strengthened the already optimistic hopes of the future entertained by all connected with the industry.

With the world land speed record apparently firmly in the keeping of Great Britain, and the wonderful successes achieved by British cars and drivers in the Monte Carlo Rally, there has been added to these the records achieved on the Montlhéry track where light British cars obtained world's records in Class F, covering 4,000 kilos at 55.8 m.p.h., and averaging a speed of 55.92 m.p.h. for 48 hours' continuous running in spite of gale conditions, ice and snow; a 24 hours' run on the same track by an 8 h.p. British car when 1,216 miles were covered at an average of 50.7 m.p.h.; and, also at Montlhéry, the breaking of four world records by a British light car, at speeds varying from 101.8 to 103.1 m.p.h., these performances being in addition to that of Capt. Sir Malcolm Campbell with a light car at Daytona when he reached a speed of 94.031 m.p.h.

It is accordingly with this encouraging backing that the British motor industry commences its determined effort to extend its market in the Argentine, believing that the range of vehicles designed and built in Great Britain will be found to meet every transport requirement of South America. When the British Empire Trade Exhibition was opened by H.R.H. the Prince of Wales on March 14 the exhibit of the British motor industry was found to illustrate how thoroughly British manufacturers are alive to the potentialities of this particular market. The motor industry exhibits were housed in a special pavilion, certain exhibits being also on view in an adjoining pavilion and in the general entrance.

#### LUXURY VEHICLES

#### To Be Used by Indian Maharajah.

It is a matter for gratification that these two vehicles—embodying as they do all the skill and resources of present-day automobile engineering and coachbuilding practices, have been made throughout by British labour. They are both mounted on swift, powerful chassis of the "Regal" type, manufactured by the A.E.C.—the well-known builders of London's buses—and the bodies are the work of Messrs. Duple Bodies and Motors, Ltd., Edgware Road, the Hyde, Hendon.

It is doubtful if any two vehicles of such power and speed, and of such ornateness and luxury have ever before been sent out to the East.

They are to be used by the Maharajah of Patiala for "cheekar" (hunting) expeditions, one being designed as a travelling coach seating 27 persons, and the other as a dining saloon with accommodation for 16 at one sitting.

Outwardly the vehicles are the same—both finished in two shades of maroon, both having entrances and exits in the same places, and both bearing a searchlight on the roof. This searchlight is of 225,000 candle power, throws a beam 1,000 yards long, and can be manipulated through a complete circle by a handle in the interior. Adding to chromium plated bumper bars and the effectiveness of the exterior are the word "Patiala" affixed to the radiator.

In each case a Walman sliding roof is fitted, and Triplex "purdah" blue tinted safety glass used for the windows. This glass has the remarkable property of allowing a perfectly clear vision to the occupants of the vehicle but at the same time shields them from the gaze of passers-by. From the exterior it appears quite opaque.

For the interiors teak, polished and bees-waxed by hand, has been used in both cases. This matches

#### SAFETY GLASS.

#### The Importance of the Black Edge.

Many motorists have wondered why it is that the upper edges of the Triplex glass windows of their cars are black; some, indeed, have thought that this is done so that they shall not be able to see how the glass is made!

Actually, of course, the blackness is the "seal" of the glass and it exists all round the window panes and windscreen, although as a rule it can be seen only on the tops of the windows.

As is generally known, safety glass is composed of two sheets of glass with celluloid sandwiched between them. One of the last manufacturing processes consists of removing the celluloid at the edges to a depth of about 1/8 in. and filling the crevice revealed with a special type of pitch. This gives the black finish mentioned.

Sealing the edges is most important for long life of the glass. Some manufacturers who guarantee their glass for a year only claim that sealing is unnecessary, and the Triplex people themselves have made unsealed glass which is quite satisfactory for twelve months or so. But since they guarantee their product for two years—and make it to last for ever and a day—they seal the edges; hence the burnished, black finish.

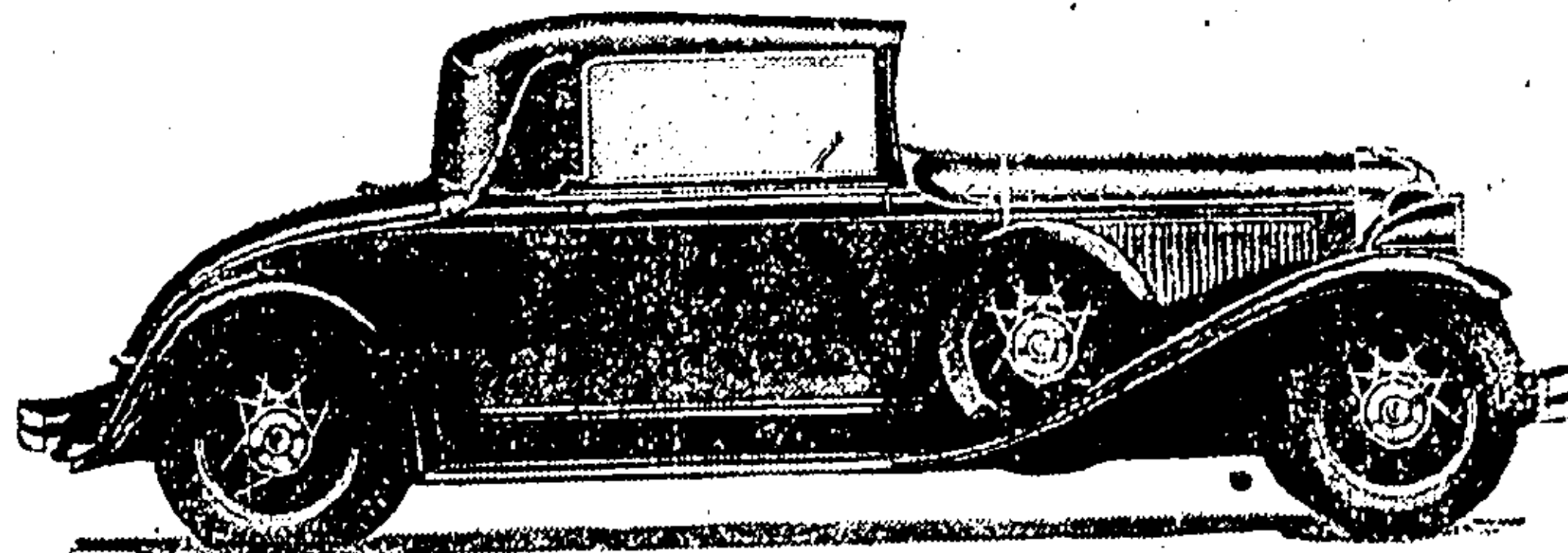
with leather, has two cabinets erected over the wheel arches, one for carrying cigarettes, cigars and glasses, and the other for holding bottles of wine. The top drawer of this is lined with zinc for carrying ice. At the rear of these is a three divided table which can be quickly erected across the full width of the vehicles.

The dining saloon, carried out in a decorative scheme of brown, is provided with five folding tables fitted with spring rimmed silver bottle containers. These tables occupy the front part of the vehicle, and immediately behind is a curtained toilet recess fitted with a washbowl of Egyptian silver, mirrors and convenient drawers. The water supply is obtained from an 18-gallon tank in the roof immediately above. Beyond this comes a full width partition separating the kitchenette from the dining part of the coach. This is fitted with cabinets for the reception of all crockery and cutlery, and for the storing of foodstuffs. It also contains a zinc-lined sink, a chromium-plated tap fed from a 32-gallon water tank in the roof, and a large primus stove. An electrical indicator indicates at which of the four tables the "bearer" is wanted.

The appointments of the dining saloon include 24 sets of solid silver cutlery, teapot, coffee-pot, sugar basin, cream jug, etc., engraved with the Maharajah's crest and a large number of china pieces also bearing the crest.

A silver cocktail shaker is included in the fittings of the travelling coach.

#### Entirely New Chrysler Six Convertible Coupe.



Beautiful, long, low and graceful Chrysler Six Convertible Coupe on new double-drop frame. Slanting V-type radiator, more powerful engine, 116" wheelbase, low centre of gravity, minimum overall height without sacrifice of road clearance or head room.

munication. Maritzburg Town Hill and Laing's Nek were the two steepest gradients to be negotiated, but the seven-ton lorry towed the Guy double-decker up 1 in 8 slopes without difficulty. A particularly bad road between Maritzburg and Newcastle caused some concern, as the low loading bus had to be towed over the sluits. Remarkable handling of the machine was necessitated by the lorry driver when crossing a bridge on the outskirts of Johannesburg, as there was only 3 in. clearance on either side, and concern was again caused when the bus arrived at the Mervale Subway Bridge, which allowed only 2 1/2 in. clearance from the roof of the bus.

The most difficult feat was in negotiating the Standerton drift which had to be used as the top girders of the bridge were much too low to admit the passage of the Guy trolley bus. This was the first time in eight years that the drift had been resorted to, and the whole of the population of Standerton of about 3,000 Europeans and 3,000 Natives turned out to see this marvellous feat accomplished.

The Guy trolley bus is the largest machine of its type in the world. It will traverse any type of main road, where passenger transport is necessary, carrying its full load of 66 passengers on a consumption of less than two units of electricity per car mile.

It may be of interest to add that the Guy trolley bus arrived at Johannesburg without the paintwork being scratched, and was accorded a most enthusiastic reception!

Again, in Johannesburg the trolley bus evinced considerable

engineering pavilions, a total area of approximately 20,000 sq. ft. being occupied. As a centre of attraction, the "Golden Arrow" was on view, while the "Blue Bird" car was also displayed during the latter part of the Exhibition.

The difficulties attendant on the period of exceptional trade depression are not yet overcome, but the British motor industry is facing the future in a spirit of optimism, with the knowledge that the new year has opened in a manner that promises well for its expansion and prosperity, with the gratifying assurance that, almost alone among the important exporting industries of the world it has maintained its position and determined to pursue with redoubled intensity its efforts to secure for its products a position of pre-eminence in the motor markets of the world.

#### SINGERS IN DENMARK.

Singer sales are steadily growing throughout Denmark. Additional showrooms were recently opened in Copenhagen, the ceremony being performed by the British Minister, Sir Thomas Hoher, and his wife, supported by a distinguished company including the Danish press.

interest; and His Excellency the Governor-General, the Earl of Athlone, after completing a careful examination of the complete vehicle, and a ride over a two mile stretch of tramway route, congratulated the Company on its initiative in sending this bus the several thousand miles from England to South Africa. This he said, would have the effect of stimulating interest in British products, and would, no doubt, go a long way to improving trade between the two countries.

in the travelling coach with blue moquette covered seats, and in the dining car, with a decorative scheme of blue and brown. Many of the interior fittings and appointments are common to both vehicles.

There is in each, for instance, a rack for seven sporting guns, fitted to the front bulkhead which also bears on the left hand side a blue flambeau light, a 6 1/2 in. diameter luminous clock, a mirror in the centre, and on the right hand side a luminous speedometer of the same diameter, and another blue flambeau light. Projecting through the roof immediately above are the handles for working both the searchlight and the movable roof, and below the mirror, the searchlight switch. A little further down the centre panel is the handle controlling the heating which is by means of Thermorad exhaust heaters, and flush aluminium radiator plates in the floor. Both floors are laid with blue coloured Paraflex rubber laid on Sorbo rubber which eliminates what very little vibration is apparent when running.

The luxuriousness of the interior is enhanced in each case by the chromium plated parcel racks, window fittings, handles, table legs, switches, cigar receptacles and light fittings, and an unusual charm given to its aspect by the plumed damask curtains that are suspended on each side of the windows. These are surmounted by pelmets of the same material. To the supports between each window are affixed switches for both the white lights overhead, and the blue flambeau lights at each corner of the vehicle, a buzzer for signalling to the driver or calling "bearer," and an electric cigar lighter.

The travelling coach, which contains specially sprung seats covered in blue flowered moquette trimmed



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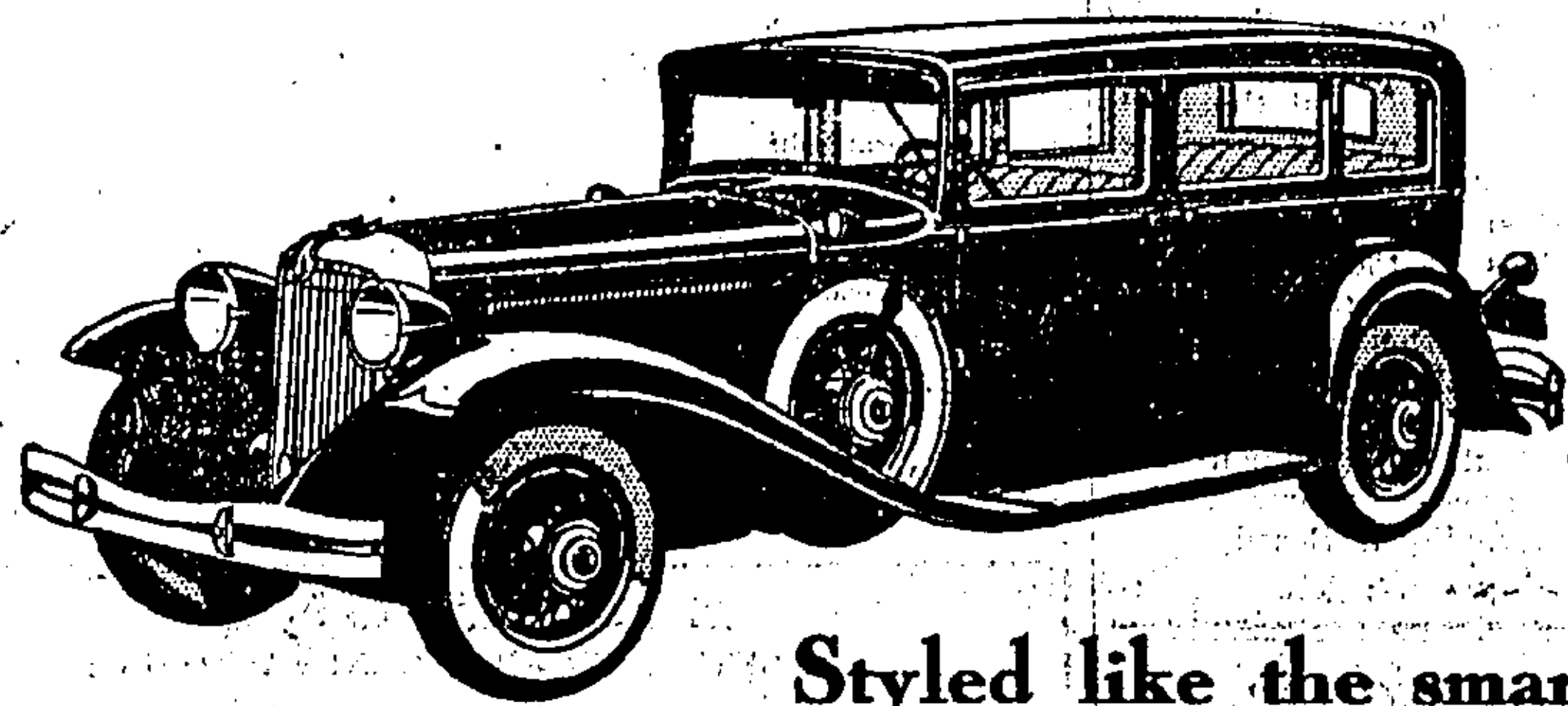
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## ARE YOU DRIVING TO DESTRUCTION?

Things At Which The Inexpert Motorist Excels.

(By J. Harrison, A.M.I. Mech. E., A.M.I.A.E.)

Now that the motoring season has commenced in real earnest, adequate opportunities are afforded to anyone who is determined to get the worst out of his car. Of course, he can run into a brick wall and smash it up completely, but this is scarcely artistic. The methods of the accomplished car-wrecker are more subtle.

When starting away first thing in the morning, while the engine is still cold, he presses the starter button impatiently, discovering too late that he has left the car in gear and that the ignition is fully advanced. Thus the starter is strained and the starter-ring teeth get the full force of an incipient back-fire when the engine does spring to life.

In this way he can—and frequently does—in less than six months cause the starter to jam, the teeth in the starter ring to break and the battery plates to buckle. This last-named process he assists by studiously ignoring the battery-maker's instructions to add distilled water until the level of the liquid is 1/4-inch above the plates.

### Wrecking the Engine.

As soon as the engine commences to run he shows his neighbours a really impressive way to destroy a motor. By holding the strangler partially closed he is able to force the unwilling engine to accelerate rapidly while still cold.

This is very effective, for the pistons and crankshaft bearings are brought under load before the oil has time to reach them, and metal rubbing against metal, without an interposing oil film, rasps like a file. A past president of the Institution of Automobile Engineers told me that you have only to wear five-thousandth parts of an inch off every bearing surface of a car to reduce it to scrap-iron.

Think! If a layer of metal as thick as a page of this newspaper is torn off your cylinders, pistons, crankshaft and gudgeon pins, you have nearly succeeded in wearing out the car, for this paper is over three-thousandths of an inch thick.

An engine, which is raced when cold, is working at the same speed as it does if 50 or 60 miles an hour.

Besides allowing the engine to come under load before the oil has time to circulate, excessive use of the strangler assists the car-wrecker in a number of ways. It directs a spray of liquid petrol on to the cylinder walls which the pistons carry into the sump to dilute any oil that is there.

### Just Feel the Grit.

The really conscientious automobile destroyer never, on any account, changes the engine oil, for that is a certain way to increase the power units' longevity. When the cylinders are cast a certain amount of foundry sand remains on them although the foundry make strenuous efforts to remove it by chemical cleaning.

To this sand, in the process of machining, is added a few microscopic metal chips, and later, as the car wears, further chips are rubbed off the bearings and fall into the oil. Tiny specks of carbon from the combustion chambers, fine road grit, water condensed from the atmosphere and the unevaporated, heavy constituents of the petrol, too, help to contaminate the lubricant.

If your friends do not believe that your oil is as dirty as I say it is empty the contents of the sump into a clean basin. After the liquid has been allowed to settle they can rub their hands along the bottom of the basin and feel the grit for themselves. If that does not convince them, pour the liquid through a sheet of blotting paper and then they can see the dirt adhering to the paper.

There are some men who allow a cold engine to tick over for a minute or more before engaging gear and who change the oil regularly every 1,500 miles. They are still running cars that they bought five years ago and they have not succeeded in wearing them out in 50,000 miles.

There are quite a number of ways in which tyres can be destroyed, and some of them damage the springs and chassis at

the same time. The most certain of them is to over-inflate three tyres while leaving the remaining one soft. This allows one corner of the chassis frame to be much lower than the other three, and so it puts a decided cross strain on the whole of the car. It overloads at least two of the springs and twists the body.

Although not quite such an effective means of chassis wrecking, running with all tyres nearly flat helps to keep up the dividends of the tyre companies. The repeated flexing of the walls as the tyres bulge, when they come into contact with the road, sets up friction between the cords of the casing, and, if the car is driven really fast and fully loaded, the tyres can be burst in less than 2,000 miles.

### Thrills When Brakeless.

The car wrecker who takes a pride in his work will try fast cornering when his tyres are partially deflated, for if he is really swift and the tyres are sufficiently soft it is possible to wrench them right off their rims.

There is a man I know who wins cups and medals in races and reliability trials. Only recently, before the London-Land's End trial, I helped him jack up the four wheels of his car and adjust the brakes. He held the brake pedal down one inch by jamming a stick between it and the driving seat, and then he adjusted the brakes until all four went on together.

To reassure himself he depressed the pedal a further half-inch and then tested the power of each brake independently by pulling on the tyres in turn.

He was not satisfied until he had tested the car on the road, braking hard and noting the length of each skid mark. He applied the brakes when the car was doing over "fifty," and it pulled up without a waver although the steering wheel was not held.

There is no fun in motoring on a car like that. It is far more exciting to neglect the brakes entirely, but if your family object to riding in a brakeless car give the adjusters a few turns. Try giving one five or six turns and other half a turn; slack one off and ignore the other.

### Most Potent Method.

In this manner you will throw all the work on to one brake, and in a very short time you will score the drum to destruction and tear the lining to pieces.

You can then begin operations on another brake, but one at a time is the way to do the job, for if all the four brakes are properly adjusted they will wear for years.

If there is any advice to those who wish to get the worst out of their cars that I have omitted I must plead limitations of space, and I suggest that, next to doing things wrong, wilful neglect is the most potent weapon at your disposal.—Daily Express.

### PRINCE'S BUS RIDE.

The day before the Prince of Wales set out on his long air-flight from Lima (Peru) to Arequipa, high up in the Andes, he was taken, according to the Press, for a drive in a single-deck bus. Just what he expected his sensations to be in riding in a public passenger vehicle are not recorded; but his journey was evidently something of a revelation for when he alighted he said: "I didn't believe travel in a motor bus could be so comfortable."

The bus was British, built and shipped to Peru by the Associated Equipment Co., Ltd., of Southall, England. It was a standard "Regal" model recently placed in service by Metropolitan Bus Company of Lima.

The A.E.C. are naturally glad that what appears to be H.R.H.'s first introduction to modern bus travel should have been through the medium of one of its standard products working over 5,000 miles from Britain.

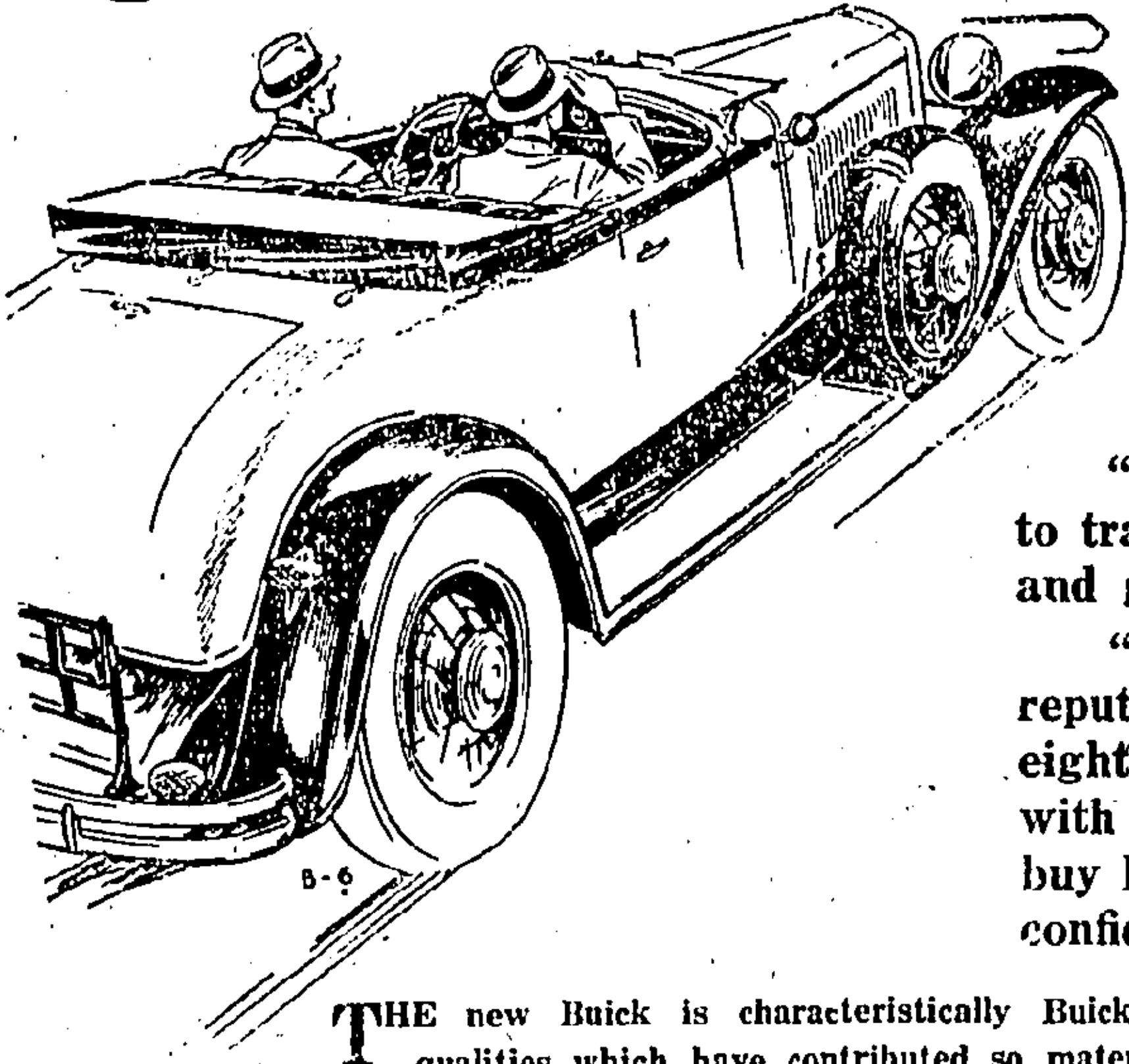
### AUSTRALIAN PRAISE.

"A few years ago," writes a prominent Australian motoring correspondent, "it was the exception to find a motor car, manufacturer in Britain building models definitely intended for the Australian trade."

"Now, however, it is difficult, among the larger companies at least, to find one which has not included in its range models built to meet the definite Australian demand for high-gear performance, speed, good looks and comfort, combined with reasonable fuel consumption."

Speaking of the Singer "Light Six," he says: "Hill-climbing performances were excellent; all the hills ascended round the city (Melbourne) being climbed at good speed in top gear." A strenuous test run of 150 miles, during which the car covered 90 miles in two hours, demonstrated "how splendidly the company's engineers are catering for the Australian demand."

British manufacturers are at long last dispelling the belief that British cars are not suited to "colonial" conditions.



"I never thought it possible for a car to travel so fast, and yet pull up so quickly and gently."

"Well, Sir, Buick had a 25-year reputation to maintain when it built this eight-in-a-line—and had to keep faith with those tens of thousands of people who buy Buicks year after year because of their confidence in Buick's performance."

THE new Buick is characteristically Buick in all those qualities which have contributed so materially to Buick leadership for a quarter of a century.

Buick has won public confidence on the sheer merit of its products year after year. Thousands of motor car buyers buy Buicks without even asking for a demonstration.

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Why not let us demonstrate the new Buick to you to-day?

114" Wheelbase Buick Models	H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models	H.K.\$8,275 to H.K.\$ 8,775
124" Wheelbase Buick Models	H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models	H.K.\$9,820 to H.K.\$12,295

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The  
**BUICK 8**  
The Eight with  
Buick's Prestige

## BUYERS' GUIDE

### MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

### MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
DODGE.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

### MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.  
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

### MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.  
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24759.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 50283.  
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.  
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.  
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

### STRAWS IN THE WIND.

United States Automobile Improvement.

Direct evidence of a change for the better within the rubber manufacturing industry is seen in the latest report of the Conference of Statisticians in Industry prepared under the auspices of the National Industry Conference Board. Although the figures presented go only up to the first of February, the comparison with December figures substantially warrants the assumption that an upward industrial trend is beginning.

Automobile production increased by 14 per cent. during January over December's level. The seasonal increase for the month is normally but 10 per cent. The increase in January follows the pre-seasonal up-turn in output experienced in December, which likewise showed a monthly gain of 14 per cent. New passenger car registrations during December gained 3.2 per cent. over November.

Crude rubber consumed in January showed a 33 per cent. gain over consumption in December, or a total of 28,557 tons. Reports indicate that this tonnage has been maintained if not slightly exceeded during February. Tyres on hand on December 31, amounting to 9,003,438, represented a 6.2 per cent. decline from the November inventory figure and was 24 per cent. below the number held at the end of 1929.

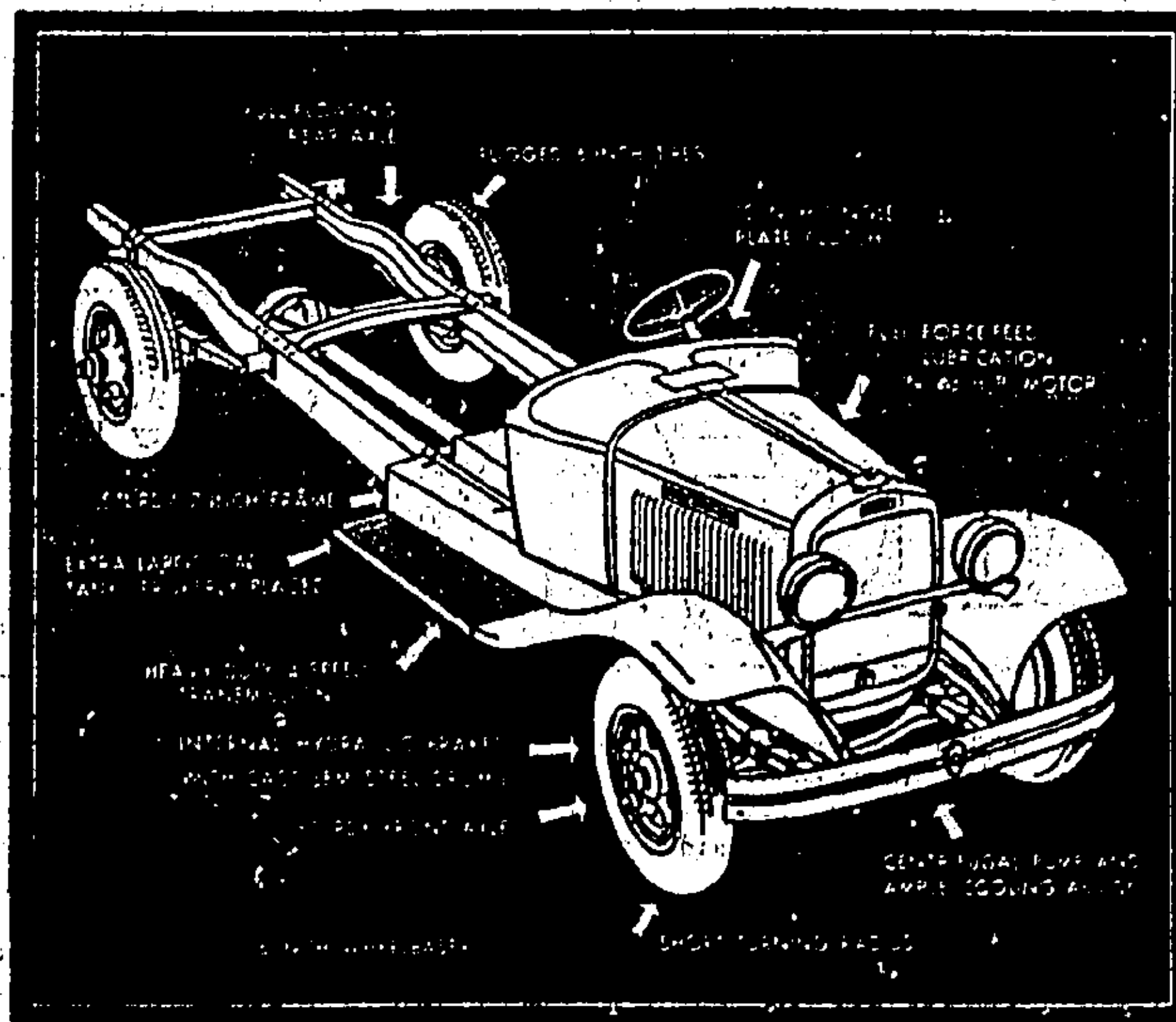
Judging from the favourable movements already observed, the industrial storm so long endured seems to be finally clearing.—Rubber Age.

### "GUY" BUSES.

Following upon an order for five Guy "Invincible" and "Conquest" double and single deck bus chassis for the Johannesburg Municipality, there has recently been put into service a 48-seater double-deck "Invincible" bus with The Rose Bus Service, operating between Johannesburg, Germiston, Boksburg, and Benoni. The Benoni service was inaugurated on Monday, December 8, when the Tramways Manager, Mr. L. M. Barry, Mr. Ralston, Superintendent of the Municipal Bus Garage, Mr. Gibbons, Manager of the Germiston Municipal Buses, and the Mayor and Town Engineer of Benoni turned out in force to see this vehicle in operation.

This is the first double-deck motor omnibus to be put into service in the Transvaal.

## ARRIVING SHORTLY A NEW LOW PRICE DODGE STANDARD TRUCK



Now you can buy a Dodge Standard Truck with pay-load capacities up to 4000 pounds at a sensationally low price. It is typically Dodge in dependability, in looks, in speed, in power and ability to serve its owner long at low cost.

SOUTH CHINA MOTOR CAR CO.

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# The China Mail

Thursday, May 14, 1931.  
Third Moon, 27th Day.

ESTABLISHED  
1846

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中華民國辛未年三月廿七日

HONG KONG, THURSDAY, MAY 14, 1931.

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AND

BEAUTY BATH "1001"

THE PHARMACY

Asiatic Building.

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REGULAR AND FAST  
FREIGHT AND  
PASSENGER SERVICES

## LONDON SERVICE.

"CALCHAS" 26th May For Port Said, Genoa, Casablanca  
London, Rotterdam, Hamburg and Hull  
"SARPEDON" 10th June For Port Said, Marseilles, London,  
Rotterdam, Hamburg and Glasgow

## LIVERPOOL SERVICE.

"ELPENOR" 20th May For Port Said, Genoa, Havre, L'pool  
and Glasgow  
"THESEUS" 2nd June For Port Said, Havre, L'pool and Glasgow

## PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)  
"PROTEUS" 28th May For Victoria, Vancouver & Seattle  
"IXION" 27th June For Victoria, Vancouver & Seattle

## INWARD SERVICE.

"DIOMEDE" Due 17th May For S'hai, Moji, Kobe and Y'hama  
"MERIONES" Due 22nd May For S'hai, Moji, Kobe and Y'hama

Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to the undermentioned.  
All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire,  
Agents.

## AIR CONTROVERSY.

TESTS OF BIPLANES AND  
MONOPLANES.

WING AREA SIMILAR.

Rugby, Yesterday.  
A practical test undertaken by the Air Ministry may provide authoritative light on one of the oldest and most debated controversies in aviation, namely, the rival advantages of monoplanes and biplanes.

Two medium-sized air liners have been ordered, one being a monoplane and the other a biplane, each to carry the same load and have the same engine power. The only differences being in the structure of the wings and control surfaces. These will undergo an exhaustive series of tests.

The machines are being supplied by the Blackburn Company, and each will have three Armstrong-Siddeley Lynx Major air-cooled radial engines. The monoplane will have a considerably greater space, but the wing area will be almost the same for both machines. These craft will undertake experimental flights in both landplane and seaplane form, and the data will be carefully studied. —British Wireless Service.

## DIRECTOR KILLED.

TRAGIC DISCOVERY IN A  
WAREHOUSE.

CULPRITS' CONFESSION.

Amsterdam, Yesterday.  
Two men have been arrested in connection with the murder of Herr Eschauer, and are alleged to have confessed.

The police state that Eschauer had recently been negotiating with an inventor regarding a certain invention, and apparently became distrustful and refused to supply more money. The inventor persisted in his request, and is alleged to have rented an empty warehouse under an assumed name. The owner of the warehouse entered last night and saw a shoe protruding from a packing case, and then discovered the millionaire's body tied with a rope and leather strap. —Reuter.

## BANK BILL.

DEFEAT FOR AUSTRALIAN  
PRIME MINISTER.

Canberra, Yesterday.  
The Senate by a vote of 21 to 4 has rejected the Commonwealth Bank Bill. —Reuter.

[The purpose of the Bank Bill was to enable the Government to draw on the Commonwealth Bank's gold reserve for overseas debt payments. The House of Representatives adopted the Bill on April 23. Mr. Scullin obtained their assent after an impassioned speech declaring that unless gold was sent to London immediately, Australia would default on Treasury Bills.]

## ALLEGED MURDER.

CRIME ON UNLICENSED  
PASSENGER BOAT.

Brief intimation of a murder having been committed in Cheung Chau harbour reached Police Headquarters this morning.

The report, which is lacking in detail, states that the victim is Wong Chik-yau, aged 75 years, and lived on an unlicensed passenger boat. It adds that a chopper was used by the alleged assailants, the number of whom is unknown at present.

## FRANCE MAKES BID FOR TOURISTS.

Vexatious Taxes to Be  
Abolished.

After one of the worst Winter tourist seasons on record, France is preparing for a bumper harvest of Summer trippers and visitors. Special fares and facilities are offered tourists by the French railways and hotel-keepers, large and small, have made arrangements to handle full houses.

The Government has abolished many of the irritating and vexatious hotel, port and "stranger" taxes, and many other formalities are to be waived.

Another point that the Government has seen to it that foreign visitors will know exactly what their trip will cost them. Every hotel in Paris has issued a stated list of prices. The cost of food and rooms has decreased, and in the majority of cases inclusive prices for a stay are being clearly quoted.

It is also understood that Signor Mussolini intends shortly to create the post of Secretary of State for Tourist Traffic. The new department, which will have the entire control of the tourist traffic in Italy, both home and foreign, will conduct a big publicity campaign.

## PRESIDENT OF FRANCE.

(Continued from Page 1.)

The uproar continued while M. Doumer read out the statutory articles governing the election, and the noise was redoubled by the Socialists trying to shout down the Communists. M. Doumer, however, continued unmoved, and picked out at random the letter L in the dictionary, signifying that voting would begin with Senators and Deputies whose names begin with that letter. —Reuter.

Paris, Yesterday.  
The first ballot for the Presidency resulted:

Doumer ..... 432.  
Briand ..... 391

However, a second poll is urged. —Havas.

## ASSAULT CHARGE.

BORDERERS REMAINED IN  
CUSTODY.

VICTIM STILL ILL.

On the charge that they unlawfully and maliciously wounded, or inflicted grievous bodily harm on Detective P.C. Chau Kiu in Pedder Street, on the night of May 3, Private P. J. Brian and Private H. James, both of the South Wales Borderers, made their second formal appearance before Mr. E. H. Williams, in the Second Police Court this morning.

For the prosecution, Inspector K. W. Andrew said: "The position to-day is this. The detective is still not out of danger, but his condition is slightly better. That is all that can be said. He cannot appear with any degree of safety for at least another two weeks."

The Magistrate accordingly remanded the defendants for another week in military custody.

## CINEMA FIRE.

WOMEN AND CHILDREN BURNED  
TO DEATH.

EXIT BLOCKED.

Tokyo, Yesterday.  
Sixteen people were burned to death and 30 others injured in a fire which broke out last night in the village of Shimamaki, in Hokkaido, during a cinema exhibition in a temporary shack.

The film suddenly burst into flame and the terrified audience of about two hundred people, started a wild stampede for the exit.

The flames spread with such rapidity that the panic-stricken audience was rapidly engulfed in them as they made their mad rush to escape from the burning building.

Sixteen houses in the vicinity were destroyed before the conflagration was finally subdued.

Tokyo, Later.  
The casualties in the fire are now put at seventeen dead, all women and children.

When the film caught fire the only exit became blocked, and the death toll would have been heavier had not many jumped through the windows to safety. —Reuter.

## KAYE DON.

ATTEMPT TO BREAK OWN  
RECORD.

WEEK-END THRILLS.

Rugby, Yesterday.  
Kaye Don, who is at Lake Garda, Italy, will attempt in the next few days to break his own world's record for speedboats, hopes to make the first trial run with Miss England II. to-day.

At the week-end he will compete for the Garda Shield and D'Annunzio Trophy, given by the famous poet in memory of Sir Henry Segrave, the first man to pilot Miss England II. Conditions on Lake Garda are excellent for high speeds, and Kaye Don expects to make a considerable advance on the 109.49 miles an hour world's record he established at Buenos Aires a few weeks ago. —British Wireless Service.

## STOWAWAY BRITON

WARRANT ISSUED FOR HIS  
ARREST.

Henry Lee, the Briton, who attempted to stow away to Rabaul on the s.s. Bremerhaven, and who was remanded on bail, pending his being sent home, failed to appear at the Kowloon Magistracy this morning.

The Magistrate, Mr. E. W. Hamilton, issued a warrant for his arrest.

Free Trip from Shanghai.

Presenting a grimy appearance, Edward Yarom was charged with having stowed away on the s.s. Foo Shing from Shanghai.

The Chief Officer said the man was found in the coal bunkers, where he had been hiding for four days.

Pending being sent back to Shanghai, he was remanded for three days in Police custody.

Members of the Saskatchewan Herd Improvement Association have been awarded 88 certificates of production by the provincial dairy branch since the beginning of the year, reports J. N. Wilcox, recorder of the association. These include plain certificates for cows producing over 800 pounds of butterfat in the 10-month period and blue seal certificates for the cows making over 400 pounds.

## AMUSEMENTS

AT THE QUEEN'S SHOWING TO-DAY  
At 2.30, 5.10, 7.15 & 9.20.

You May Be  
Shocked at  
HOWARD HUGHES'  
Thrilling Spectacle

# HELL'S ANGELS

But You Will  
Never Forget It

The Startling Picture  
of the Air

"No theatre-goer who is decently grateful for the divine gift of eyesight should fail to see 'Hell's Angels'."

"Besides the sheer magnificence of a part of this picture, all stage spectacles and colossal circuses become puny."

—Oscar Theatre Magazine

United Artists  
Picture



JEAN HARLOW

BEN LYON

JAMES HALL

## NEXT CHANGE

BY SPECIAL REQUEST

FLORENZ ZIEGFELD  
& SAMUEL GOLDWYN

A LAUGH A MINUTE!

A rib-tickling entertainment with the master of mirth and a bevy of gorgeous beauties!



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TECHNOLOR.

SHOWING TO-DAY  
At 2.30, 5.10, 7.15 & 9.20 p.m.

THE PARAMOUNT GREATEST PICTURE THRILL OF 1931.

PLENTY OF TIGERS, AND LEOPARDS AND ORANG-UTANGS.



# RANGO

NOT a motion picture  
NOT a band... or a  
phonograph record  
But  
REAL tigers roaring their  
death threat...  
REAL human battling for  
their lives...  
REALLY filmed in  
the dense jungle  
deep in the world's most primi-  
tive jungle, and brought to the  
screen in "Rango".

An ERNEST SCHOED-  
SACK Production  
A Garmonian Picture

STRANGER THAN FICTION AND  
TEN TIMES MORE THRILLING.

Booking at Anderson's and  
the Theatre (Tel. 23720).

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